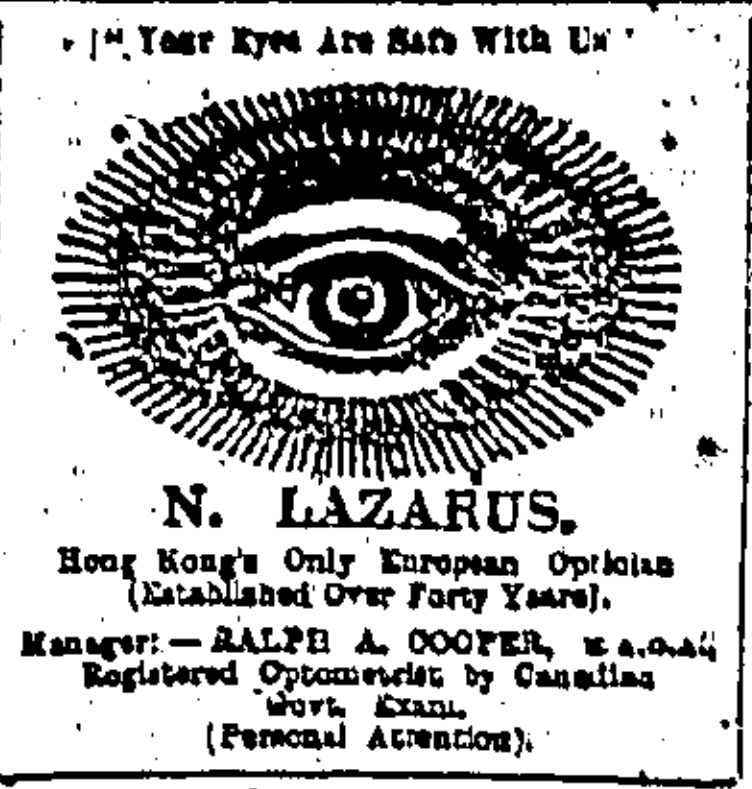


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KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after April 8th, 1929, until further Notice (all previous
Time Tables cancelled.)

UP TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Kowloon Dep.	8.40	8.05	8.30	9.15	10.00	10.10	1.15	2.31	3.50	4.30	5.40
Yau Ma Tei Dep.	8.48	8.13	8.38	9.23	10.08	10.18	1.23	2.39	3.58	4.38	5.48
Shatin Dep.	7.01	7.26	7.51	8.36	9.21	9.31	1.36	2.52	4.11	4.51	6.01
Tai Po Dep.	7.15	7.40	8.05	8.40	9.25	9.35	1.40	2.56	4.15	4.55	6.05
Market Dep.	7.30	7.55	8.20	8.55	9.30	9.40	1.55	3.11	4.30	5.10	6.20
Fanning Dep.	7.30	7.55	8.20	8.55	9.30	9.40	1.55	3.11	4.30	5.10	6.20
Shau Kei Dep.	7.35	8.10	8.35	9.10	9.45	9.55	2.00	3.16	4.35	5.15	6.25
Shau Kei Arr.	7.41	8.16	8.41	9.16	9.51	10.01	2.06	3.22	4.41	5.21	6.31
Canton Arr.	12.05	12.30	12.55	1.30	2.15	2.25	3.41	4.57	6.16	6.56	8.06

DOWN TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Canton Dep.	—	—	—	8.10	—	—	—	—	—	—	—
Shau Kei Dep.	7.17	8.03	8.33	11.27	11.47	12.53	4.39	5.47	6.43	7.07	7.27
Shau Kei Arr.	7.25	8.11	8.41	—	—	—	—	—	—	—	—
Fanning Dep.	7.30	8.15	8.45	—	—	—	—	—	—	—	—
Market Dep.	7.40	8.25	8.55	—	—	—	—	—	—	—	—
Tai Po Dep.	7.44	8.29	8.59	—	—	—	—	—	—	—	—
Shatin Dep.	7.57	8.42	9.12	—	—	—	—	—	—	—	—
Yau Ma Tei Dep.	8.11	8.56	9.26	—	—	—	—	—	—	—	—
Kowloon Arr.	8.17	9.02	9.32	12.07	12.45	1.54	3.55	4.44	7.22	7.43	—

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CHINESE CRITICISM OF AN ENGLISH PLAY.

"THE ENGLISH PUBLIC ARE BEING MISLED."

"YOUNG CHINA" BREAKING DOWN OLD CUSTOMS AND SYSTEMS.

THE EMANCIPATION OF WOMEN AND CHANGING ART.

A London correspondent recently sent to *The Observer* a long letter from a Chinese student who, after periods spent in schools and universities in Peking, Japan, and Germany, came to England to add to his knowledge. Soon after his arrival in London, he made a visit to the Duke of York's theatre to see a play called "The Chinese Bungalow," and what he saw moved him so much that he put down his impressions of "Chinese" drama from the point of view of a modern and educated Chinese.

He begins his account with an apology for his "Pigeon English," which is unnecessary. He praises the settings, the acting, and the play, which, he says, "is well constructed. The author did succeed on some points in depicting the characters of a Chinese. We must admit that we are slow, languid, cool, passive, indifferent, and philosophical. But these characters are historical," he says.

In a trance.

"Since the great Emperor of the T'ing Dynasty, who built the Great Wall and slaughtered all the pushing, scientific and theoretic scholars and burned all their books, the Chinese nation has fallen into the hands of the 'Religious Philosophy of Confucianism' and a few metaphysical ideas.

"All the subsequent emperors professed Confucianism, and they combined with it the difficult and senseless forms of literature, at times taking in some Buddhist ideas. They completed a formidable form—an iron chain, you may call it—of the so-called spiritual civilisation.

"The people have not been able for thousands of years, to step beyond this limit; in fact, when China was, during those times, cut away from the western world, the Chinese were in a sort of trance and were unable to perceive the necessity for them to step beyond it.

"Thus they were nurtured for thousands of years in a metaphysical, romantic and self-contained atmosphere. As a result, the Chinese descendants nowadays appear to the practical eyes to be slow, lazy and mysterious beings. The author of the play 'The Chinese Bungalow' has succeeded to portray some of these characteristics, but I fear he has exaggerated a bit in his portrayal.

Helpful Criticism.

The writer goes on to state in which respects the author of 'The Chinese Bungalow' has "exaggerated a bit," and to add his critical

commentary on the incidents of the play.

"The Chinese Yuan Sing," he says, "was described in the play as being a most dangerous, cruel, bloody, mysterious and cunning being.

"For the sake of jealousy, Sing tortured his foreign wife, after murdering his wife's lover, and coveted his sister-in-law, and in the end, concerned himself in a deadly duel with his sister-in-law's lover. Is it not a little too much to thus describe the Chinese? Although I am a Chinese well high thirty and educated in China, I have never read of such a grotesque rignarole in our books and have never heard of such a thing happening among our four hundred million compatriots.

"The inevitable corollary one can come to is that 'The Chinese Bungalow' is only an imagination without foundation. It is only got up to entertain the English public who are being misled.

"A huge joke like this may please the audience for a moment at the expense of sacrificing truth on the one hand and hurting the Chinese people, whose feelings towards the English nowadays is growing better and better. And I do not know how the Chinese Yuan Sing would have faced the police if Richard Maigues had taken the poisoned glass and died in his own bungalow. So the end of the tragedy can only show the Chinese as a fool, a sacrifice, instead of being dangerous and cunning.

"It must be borne in mind that the Chinese characteristics so ably portrayed by the author of 'The Chinese Bungalow' are the old Chinese characteristics already cast into oblivion. It is the characteristics of the young Chinese which I desire to present to my dear English readers.

And here follows an extraordinarily interesting account of the New China.

The New China.

"Since China," he continues, "is getting more and more into contact with the civilised western world, the young Chinese begin to realise that we have no other way to hold our own as a nation than to break down the old Chinese customs and system—the old formidable chain used by the old emperors which only helped to retard the progress of the people for thousands of years.

"So in 1911 we revolutionised and overthrew the Manchu Dynasty, which was a yoke on the nation, and we have set to work to improve our language, our social and political systems.

"First, down with Confucianism, which has made the Chinese so conservative. We have devised a new form of writing—the phonetic style—instead of our old unintelligible and difficult dead language. We are trying our best to study the best of the West and combine it with the best of our own and drop all our foolish, unscientific, and superstitious ideas.

"In short, we are trying to be scientific instead of being mysterious and theoretic.

"At a moment when the Chinese are struggling to get rid of a dead language, certain persons are attempting to indict a dead language on the Irish people.

Foundation of a Nation.

"Furthermore, I would like to inform my dear readers a bit of the new Chinese family. All the young Chinese know that mothers are the foundation of a nation. The Chinese wife of yesterday was, as the play depicts, the property of her husband, a chattel in legal terminology, but to-day she has outlived that stage and obtained emancipation and is, like her English sister, enjoying equal rights with her husband. 'The young Chinese' women are now competitors of men. In fact, they are taking more active parts in life than men.

"They become teachers, nurses, doctors, clerks, magistrates, and they are to be found in other important vocations. They even go into politics and during the Revolution took up arms. Madame Sun is a conspicuous figure among them.

"She has done a lot in helping her late husband in moulding the present policy of China. A Chinese woman is now Minister to a foreign nation.

"We must, therefore, not ignore all these facts. From these facts, can the young Chinese be so vicious and cruel to women—especially to a foreign lady—as 'The Chinese Bungalow' portrays? The author has ignored the young Chinese psychology or he may be ignorant of it. In conclusion, I do sincerely hope that the western people would spend a little time to study the real case and psychology of young China, which may help us to obviate a lot of misunderstanding between them and us.

"At a time when Great Britain and China are endeavouring, by negotiation, to come to closer friendly relationship it would seem impolitic that plays of the kind above presented, doubtless dividend producing, should be staged. Instead of sympathising with China, plays of the above kind will do more harm than good."

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Diary of Coming Events

To-day.
(June 26.)

Tennis:—Mixed Doubles: Ladies' R.C. v. Craigengower, Chinese R.C. v. Kowloon C.C., Kowloon Bowling Green v. Recreation.

Queen's Theatre: "Lady of the Pavements."

World Theatre: "The Garden of Eden."

Star Theatre: "Beauty Shop."

Ten Dance: H.K. Hotel, 4.30 p.m.

Dinner Dance: Peninsula Hotel, 8.30 p.m.

European Mails:—Outward: Europe via Vancouver and Siberia (Empress of Russia), 10 a.m.

Thursday.
(June 27.)

Legislative Council Meeting, 2.30 p.m.

James Evening, Y.M.C.A., Kowloon, 8 p.m.

Queen's Theatre: "Lady of the Pavements."

World Theatre: "The Garden of Eden."

Star Theatre: "Resurrection"

Ten Dance: H.K. Hotel, 4.30 p.m.

Dinner Dances: Repulse Bay Hotel, and Peninsula Hotel, 8.30 p.m.

European Mails:—Inward: Europe via Negapatam (Ho Sang).

Friday.
(June 28.)

Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.

H.K. Football Association, Meeting, French Bank Building, 5.30 p.m.

Queen's Theatre: "Lady of the Pavements."

World Theatre: "The Missing Link."

Star Theatre: "Resurrection."

Ten Dance: H.K. Hotel, 4.30 p.m.

Dinner Dance: Peninsula Hotel, 8.30 p.m.

Saturday.
(June 29.)

St. Peter.

Tennis:—A Division: Hong Kong C.C. v. University, Recreation v. Craigengower, Chinese R.C. v. South China, Indian R.C. v. Kowloon C.C.

European Mails:—Inward: Europe via Negapatam, papers and parcels (Patroclus). Outward: Europe via Marseilles (Kashima Maru), 9.30 a.m.

Lawn Bowls:—Division I: Tai-koo v. Kowloon Dock, Civil Service v. Craigengower, Police v. Kowloon Bowling Green, Recreation v. Kowloon C.C. Division II: Hong Kong Electric v. Recreation, Kowloon C.C. v. Tai-koo, Kowloon Bowling Green v. Civil Service, Craigengower v. Yacht Club.

Queen's Theatre: "Lady of the Pavements."

World Theatre: "The Missing Link."

Star Theatre: "Resurrection."

Ten Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.

Dinner Dances: Repulse Bay Hotel and Peninsula Hotel, 8.30 p.m.

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"THE LITTLE MORE, AND HOW MUCH IT IS!"

"AND THE LITTLE LESS—!"

If Browning were alive to-day he might well be accused of writing has famous lines on the application of cellulose!

It is some years since cellulose finish was first applied to motor-cars and there are now a number of first-class brands of cellulose paint available for manufacturers. The average motorists may be inclined to blame the quality of the cellulose for a finish which, in a few months' time cracks and becomes shabby. In most cases, however, it is the application rather than the cellulose itself which is at fault; it is the "little more" which makes all the difference between a hard-wearing gloss, and a finish which is "worlds away."

An example of this may be found in the Humber cellulose department. Humber have been famed for their coachwork for a quarter of a century and more, and the latest cars, which are, of course, cellulose finished, are in keeping with the company's reputation. In the last three years 19 different makes of cellulose have been subjected to thorough tests, and the experts of the department have finally settled on one particular brand. But it is not the merits of this brand alone which are responsible for the gloss and durability; rather it is the care with which the material is applied.

There are folk who think that two coats of cellulose, sprayed on to any clean surface, will give a lasting finish. They would be surprised were they to visit the Humber paint-shop, for the operations there, in cellulose, are as numerous as in the old days of coach painting.

Before any cellulose is applied, for instance, every body is treated with six or seven primary coats, and is rubbed down after each process. Then comes a coat of colour paint and another face down, and there follow three coats of cellulose, a final application of amyl acetate and more rubbing and polishing.

There is no mass production of the nasty sort at this old-established concern—each body is made to measure, and dressed like an "exquisite." The result is a finish which, so far as can be seen at present, lasts indefinitely.

ALL ABOUT MOTOR-CYCLES.

Among their recent publications Messrs. A. J. Stevens & Co., Ltd., have just issued the 1929 Handbook of A.J.S. machines. This covers the complete range of 1929 A.J.S. motor cycles, and contains all the information necessary for riders of these machines, with instructions on care and maintenance, side-car hints, etc.

An attractively produced publication is the A.J.S. Catalogue of their 1929 models, the front cover of which is a coloured reproduction in miniature of Mr. C. H. Wells' well-known "Speed" and "Reliability" poster.

A copy of the new A.J.S. Spare Parts List is now included with all machines sent out. A.J.S. riders who purchased their 1929 models prior to January 29 should apply to the dealer from whom they bought the machine for a copy of the list, which is a copiously illustrated, and gives full information concerning both motor cycle and side-car components.

BRITAIN STILL LEADS—

BY OVER 100 HOURS.

So much publicity has been given to the recent performance of the U.S. aeroplane "Question Mark," which, owing to ingenious arrangements for refuelling, was able to remain in the air for 24 hours, that it is of interest to recall that during the 5,000 miles Ariel Motor Cycle non-stop test, the engine was run continuously for just over 250 hours without stopping.

MOTOR NOTES

A FEW FACTS ABOUT EMPIRE TRADE.

The cycle and motor are familiar enough at home as machines of everyday utility and convenience, but it may not be realised that the flourishing export trade in these machines enables the United Kingdom to pay for its population a clear five days in the year. Here are a few facts emphasising the importance of the cycle and motor cycle export trade in helping to meet the yearly food and drink bill of the nation.

During 1927 India bought cycles and motor cycles from the United Kingdom to the value of £432,043. This paid for the importation of over 43,000 cwt. of gums and resins required by the United Kingdom.

In the same year Australia imported cycles and motor cycles worth a total of £382,704, enabling the United Kingdom to buy 130,700 cwt. of currants and raisins from Australia in return.

South Africa imported cycles and motor cycles to the value of £219,500, which was equivalent to the purchase of 129,000 cwt. of oranges from the Union.

The Straits Settlements bought £48,828 worth of cycles and motor cycles in 1927, enabling the United Kingdom to receive 23,220 cwt. of tin and bottled fruits in exchange.

Jamaica took £14,784 worth, which paid for the importation of 45,430 bunches of bananas in return.

The cycles and motor cycles bought by the Irish Free State during 1927 paid for one-third of all the poultry and game imported from her.

LONDON-LAND'S END TRIAL.

The seventeenth of the series of the now famous Easter Trial, the London-Land's End run, over a course of 328 miles, this year again attracted a splendid entry of motor cycles and cars. Starting at 8.30 p.m. from Slough (Bucks.), the competitors travelled throughout the night, reaching the famous Porlock Hill at approximately 5.43 the following morning for the stop and re-start test, then on to Lynmouth Hill, Beggar's Roost and finally Bluehills Mine Hill, well-known hills which are always guaranteed to provide entertainment for the crowd of spectators.

In the trial recently held four privately-owned Triumphs were entered and all finished, gaining three gold and one bronze medal.

THE CHOICE OF THE WAR OFFICE.

Guy Motors, Ltd., have just received their 17th repeat order from the British War Office. This time the order is 18 3.5-ton six-wheeled subsidy type chassis, which are similar to many of those previously supplied.

RECORD BREAKING IN AUSTRALIA.

A little over a year ago a 9.9 h.p. "Matchless" big twin sidecar combination succeeded in smashing all records between Sydney and Melbourne, Australia, by a very wide margin. This performance was noteworthy not only because the "Matchless" sidecar combination beat the solo records, but also because it was the first occasion on which a British-made motor-cycle had been able to take the record from the Americans.

Now comes the news that a 9.9 h.p. "Matchless" big twin sidecar combination has covered the distance between Perth and Adelaide in days 9 hours 1 minute, beating the previous record by no less than 12 hours 49 minutes. This wonderful performance was put up in spite of the fact that on the second day's run the special lighting battery which had been fitted on the sidecar broke away from its fastenings, in consequence of which the riders had to drive for two nights entirely without lights.

Once again it is proved that for sheer stamina and reliability the "Matchless" big twin beats the world.

EUROPE'S MOST ROMANTIC LAND.

The Automobile Association is in the unique position of being specially authorised by the Albanian Government to issue triptychs for the admission of tourists' motor cars into Albania. This concession gives access to the most romantic territory in Europe; where curious customs, delightful customs and a medieval civilisation are to be found set in beautiful scenery on the shores of the Adriatic.

The A.A. has made a special tour of inspection of Albania, as well as of the rest of the Balkans, in a position to supply an excellent service of information to those who desire to extend their motoring beyond the customary limit.

REMARKABLE 100% RESULT.

Followers of motor-cycling sport know quite well that there are certain riders of outstanding ability who may be depended upon to win first-class awards even if mounted on a machine of mediocre quality. Consequently, the mere fact that one particular rider has secured a number of successes is no proof that the machine he rides is a particularly good one. Proof of quality is only obtained when considerable numbers of the same make of machine are entered and all, or nearly all, gain high honours.

A trial which gave incontrovertible proof of the sturdy reliability of one well-known make of motor cycle was the important Southern Trial held at the end of February. In this trial no fewer than 14 "Matchless" motor cycles started, and every one gained an award, including six Gold Medals, six Silver Medals and two Bronze Medals. Mr. F. W. Neill, on a "Matchless" Model V/2 was awarded the Solo Cup for the best solo performance in the trial. Mr. F. H. Brackpool, on a "Matchless" Model V/2 with sidecar, gained the Sidecar Cup for the best performance by a three-wheeler, and the Team Prize also went to the "Matchless." In addition, the "Matchless" entry could claim that they gained more awards and more Gold Medals than any other make.

A week or two later was the "Langmaid" Challenge Cup trial, in which no fewer than 300 competitors started. In this trial "Matchless" machines gained the "Langmaid" Challenge Trophy for the best performance of the day irrespective of class, the "Blossom Jarvis" Cup for the best sidecar performance, the "Secretary's" Cup for the best performance by a visitor, and 12 Silver Cups for first-class performances.

The results of these two trials alone are sufficient to prove to the hilt the extraordinary reliability and the remarkable performance given by the 1929 "Matchless" Models in general, and the Model V/2 in particular.

SESSIONS CHAIRMAN ON MOTORING LAW.

DIFFICULTIES OF "DRUNK IN CHARGE" CASES.

Mr. Cecil Whiteley, K.C., the chairman, addressing the grand jury at the Surrey Quarter Sessions yesterday, referred to a charge against a motorist of being drunk in charge of a motor-car.

There was, he said, a great deal of misapprehension in the minds of the public in such cases. Police and medical witnesses, instead of dealing with the question whether a man was drunk or not, dealt with the question of whether he was fit to be in charge of a motor-car. The question had to be decided in the same way as that of a man who was charged with being drunk on the highway, or drunk in charge of a child.

It would be impossible for any judicial tribunal to decide whether a person was fit to drive a car; to do so would put the criminal law into a state of chaos.

One could tell in nine cases out of ten if a man were drunk or not, but a mistake might be made in the tenth case where he might be suffering from the after-effects of an accident, or the state of his health. Therefore it was important to hear the medical evidence.

ENGINE POWER AT HIGH ALTITUDES.

The question has often been raised as to whether altitude has any effect on the power output of petrol engines (says *Motor Transport*). That the power is reduced proportionately as the vehicle is used at a higher altitude is clearly shown by a diagram issued by the Institution of Automobile Engineers.

The diagram indicates that, taking the power output of an engine when used at sea level as 100, it falls to approximately 93 at an altitude of 2,000 ft., 88 at 4,000 ft., 80 at 6,000 ft., 74 at 8,000 ft., while at 10,000 ft. above the sea an engine may be expected to develop only 68 per cent. of its full power.

WILLYS KNIGHT CARS & TRUCKS.

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SERVICE STATION } NATHAN ROAD, KOWLOON.
DISTRIBUTORS:—GILMAN & CO., LTD.

SPEED VERSUS ENDURANCE.

The whole civilised world has been astonished by the very remarkable performance of Major H. O. D. Segrave at Daytona Beach, where he recently added nearly 24 m.p.h. to the World's Land Speed record. To travel over the ground at a speed of 231 m.p.h. is in itself a sufficiently breath-taking feat, and when it is realised that this new record is nearly 12 per cent. faster than the previous best, the performance is seen to be even more noteworthy. All credit, therefore, must be given to England, the country which has produced the man and the machine capable of so meritorious a feat.

Nevertheless, there are people who ask what useful purpose is served by the achievement of these tremendous speeds. In their opinion even 100 m.p.h. is two or three times as fast as any normal man should travel, and they see no point in attaining the almost unbelievable speeds which now stand as the world's records. Such people argue that it is much more useful to produce vehicles which will continue to travel at a moderate speed for very considerable distances. To them, solid reliability under normal conditions is of much greater importance than a meteoric flash through space by a specially constructed vehicle which bears little or no resemblance to a normal motor-car.

Unimaginative.

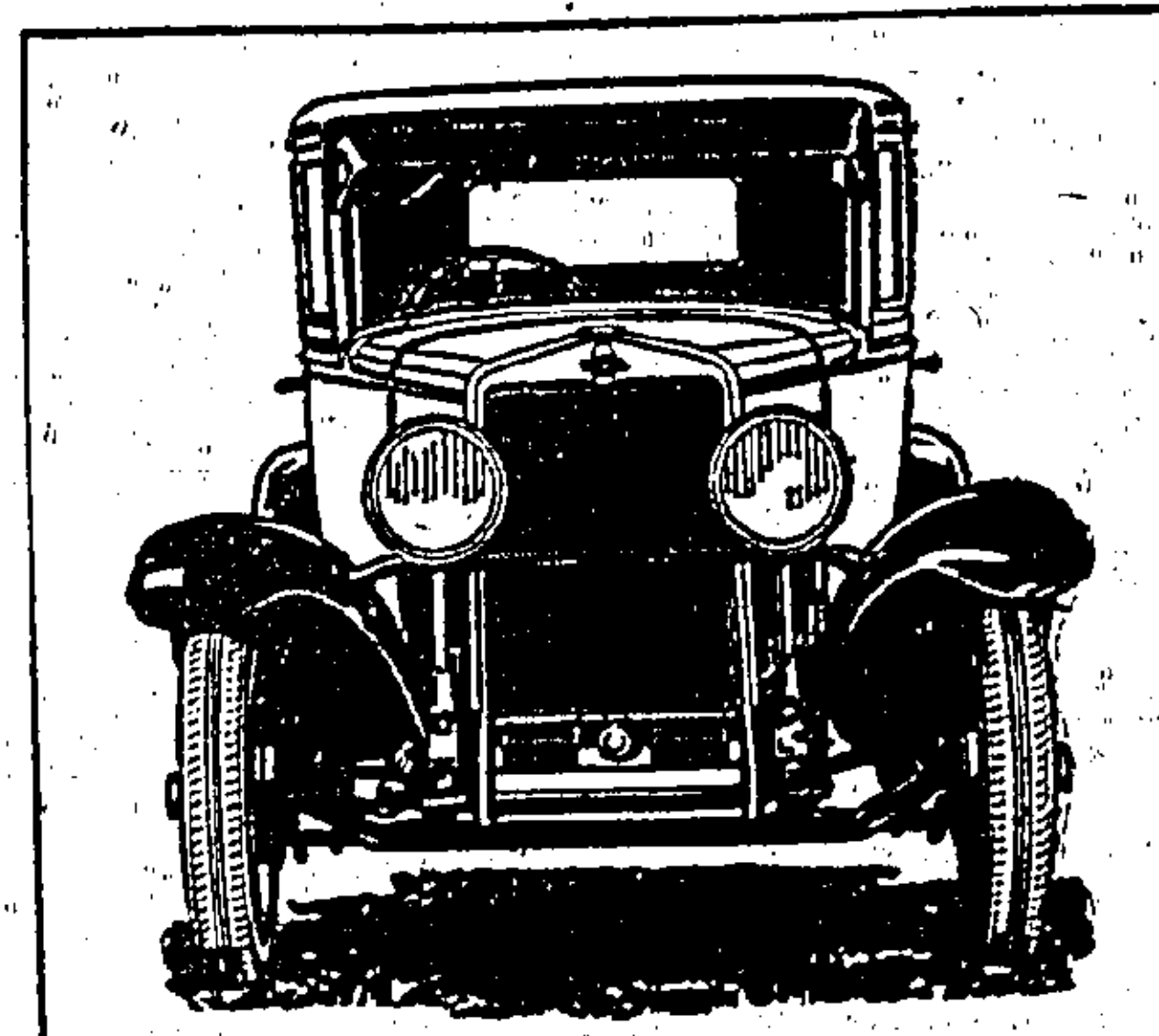
Such performances, it must be admitted, are less spectacular than are high speed stunts, and they do not strike the popular imagination in the same way. For such reasons, no doubt, they rarely receive so much notice, but here, again, the palm must be handed to the English for the performance of a standard Ariel motor cycle and sidecar.

In the autumn of 1927, it will be remembered, an ordinary Ariel motor cycle and sidecar was selected from stock by officials of the Auto Cycle Union, the body which governs the sport of motor cycling in Great Britain. This machine was then set to cover a distance of 5,000 miles without stopping; the engine, on English roads at an average speed of 20 m.p.h. (higher speeds being forbidden by law), and the outstanding feature of the test was that during the whole time the engine should not stop. So successful was the machine that it was later awarded the Maude Trophy for the most meritorious performance in such tests during the year. In that connection it should be noticed that neither before nor since has a petrol engine run continuously for some 250 hours non-stop on road or track or even in the air.

Only recently the Ariel people carried to a successful conclusion an even more ambitious test in which two of their machines, one 250 c.c. and the other 500 c.c., covered a distance of 10,000 miles, also under A.C.U. observation, and at the conclusion of that great distance the machines, which were standard in every respect and selected from stock, were subjected to a high speed test at Brooklands track. The satisfactory completion of this very arduous test so impressed the Competitions Committee of the A.C.U. that once again the Maude Trophy was awarded to the Ariel.

New Performance —but the old economy

4 DOOR SEDAN... G. \$980.
TOURING... G. \$790.
ROADSTER... G. \$790.
1½ TON TRUCK... G. \$755.



Take the wheel of a New Chevrolet—to-day. Drive it where your fancy leads—through beautiful woodlands, up hill, down dale, and along speed inviting stretches—and you'll understand why so many thousands of motorists acclaim it "The Outstanding Chevrolet of Chevrolet History." No one ever dreamed it would be possible to provide in the price range of the four such sensational performance.

And Chevrolet performance becomes ever more impressive when you learn how little fuel is necessary to carry you miles and miles—and the longer you own your New Chevrolet—the more evident does Chevrolet's traditional economy of upkeep become.

One of the many noteworthy features that contribute to this sensational and economical performance is the New Accelerating Pump. It enables you to run on a leaner mixture, but when power in abundance is needed a sudden step on the accelerator supplies the extra fuel necessary for utmost efficiency.

Let us take you for a ride—anytime to suit your convenience.

THE HONG KONG HOTEL GARAGE

25, Queen's Road Central. Tel. Central 4759.

The Outstanding Chevrolet of Chevrolet History

MOTOR NOTES.

SUNSHINE SALOONS.

When the Singer Sunshine Saloon made its appearance at Olympia last year, there were sceptics who said that the apparatus would soon wear out. These gentlemen may be interested to hear that, at Olympia, the head of the car was raised and lowered over 3,000 times, and that after Olympia the car was sent to the Scottish Show where another thousand operations took place. It then went on to demonstration work, covering a large mileage, and in all the apparatus has now been worked over 6,000 times. After the 5,000th operation, the mechanism appeared to be working as well as ever.

In practice it has been found that, simple as is the Singer system, the owner-driver seldom raises or lowers the hood more than once or twice a week. The most energetic hood-winder could scarcely operate the mechanism more than 500 times a year, and if this figure is taken as a maximum, it seems that the Singer demonstration car has crammed ten years' life into the short space of six months! This record refutes the sceptics and would seem to prove that the system will last indefinitely.

It is often said, cynically, that England has only a one-day summer, but from April to September, at any rate, there are days, and even weeks on end, when an open car is preferable to a closed one. With the Singer system a genuine saloon car can be converted into a genuine tourer by the turning of a handle—without the driver leaving his seat and without, even, it being necessary for the car to be stopped. This is obviously a tremendous advantage and it is a feature, incidentally, which is still exclusive to this make of car.

WOMAN MOTORIST'S LOSS.

CHEQUE BOOK MISSING
AFTER GIVING A GIRL
A LIFT.

"I hope that you will forgive me; I have always wanted pretty things," was the plea of Nellie Kay, aged twenty-four, a French teacher, of Theobalds Road, Cardiff, at Marlborough Street Police Court, when she was remanded on charges of stealing a handbag, containing among other articles a cheque-book, and obtaining a cable tie and a tennis frock by false pretences.

It was stated that Kay was walking from Cardiff to London, and near Oxford Mrs. Beatrice Everett, a motorist, gave her a lift. Kay left the car at Shepherd's Bush, and Mrs. Everett then missed her bag. Kay, it was alleged, obtained the fur and the frock by means of cheques from the book. She was arrested when she presented a cheque signed "Augusta Davis" at a bank.

Kay said that she was "hard up" and decided to walk to London. "Oh, please God, forgive me," she exclaimed. "I thought if I made out the cheques I could have pretty things."

THE CAR FOR OVERSEAS.

The new Wolseley "Messenger" Six represents a very real and definite bid, on the part of Britain's leading car manufacturer, to regain for England the overseas markets of the world. Before its production was decided upon, the various countries were personally visited, and a careful and thorough study made on the spot of the local conditions and requirements. Much was learned, and much valuable data collected, and as a result a car was produced expressly suitable for the conditions—one which could "go anywhere and do anything."

RELIABILITY TRIALS.

The world still thrills at the mention of Major Segrave's wonderful speed record on Daytona Beach of 231 m.p.h., a speed hardly conceivable even in these days of continuous breaking of records almost as soon as they have been established.

In the motor cycling world similar records are being established on the Brooklands track. These are first-class and are certainly having their effect on the prestige of the British-built motor cycle, but there is no doubt whatever about the fact that the Reliability Trials arranged as they are with the most abnormal conditions do testify to the reliability of the average machine for traversing mountainous roads, bogland and even ploughed fields. Surely if the machine will withstand this rough riding, its components must be the sturdiest and most reliable on the market.

The Colmore Cup and the Travers Challenge Trophy were both won by Mr. D. K. Mansell for the best performance on a Norton machine fitted with Renold chain.

The Victory Cup was similarly won by Mr. N. P. O. Bradley on a Sunbeam machine equipped with the same chains.

THE RESULT OF SERVICE.

Some six months ago a Star "Flyer" chassis was sold through Messrs. John Burns & Co., Ltd., motor agents, of Auckland, New Zealand, to the Gisborne Tramways Board. This vehicle gave such "real service," to quote the words of the agents, that three more Star "Flyers" have recently been shipped to New Zealand.

POPULAR TROLLEY-BUS.

GOOD SPEED AVERAGE.

ECONOMIC CHANGES.

An exceptionally good report is to hand concerning the "Karrier-Clough" trolley bus, which, incidentally, was produced some little time ago as the result of a lengthy and careful collaboration between Karrier Motors, Ltd., of six-wheeler fame—and Messrs. Clough Smith & Co., Ltd., the old-established London firm of Contractors and Electrical Engineers.

Half a dozen of these machines—68 h.p. double-deck six-wheelers each accommodating 80 passengers—have for the past six months been operated with every success by the Doncaster Corporation on the Bentley section of their system. In spite of the fact that this particular route entails a large number of stops—approximately 40 in a round journey of 4.4 miles—it is found that an average speed of 9.5 m.p.h., which includes all stops and a four-minute lay-over at the terminal loop can be maintained, whilst it is further interest to note that revenue has shown an increase of over 20 per cent. compared with that from the former service of trams.

18-ft. Booms.

Positive and negative trolleys with booms 18 feet in length enable the vehicles to operate at a distance of about 13 feet from the overhead line, and they can also be driven on sections of the existing tramways where there is only one positive wire. In this case, the return circuit is formed by means of a negative rail—groove which trails in the groove of the rail. Powerful air-pressure brakes act on all four driving wheels of the Karrier-built chassis, the compressor being driven by a small motor which, by means of an electrical governor, is cut out of action when pressure in the reservoir reaches a predetermined amount and is allowed to function again immediately the pressure begins to fall. As a further safeguard, an effective transmission brake is also fitted.

It is not claimed that this type of vehicle competes with a similar six-wheel petrol-driven vehicle—of which type the Doncaster Corporation also operate a number of Karrier double-deckers—except when dealing with heavy town traffic where stopping places abound. For operation at a high speed, as between distant towns, the trolley bus would be a very poor competitor and could not under such conditions be operated economically, but the above-mentioned increase in revenue on the Bentley route, along with the fact that the Corporation have recently ordered a further six "Karrier-Clough" machines, is not without import, and proves that where there is available a cheap source of electric power and the necessary overhead equipment, the trolley omnibus can replace the traffic obstructing tram, with great benefit to operating authority and road user alike.

Speed, Brakes, and Springs. While the car makes no pretensions to speed, I got the speedometer needle up to 55 m.p.h. under favourable conditions, but 35-40 seemed its most pleasant speed, though I had the feeling that when it had done another thousand miles or so it would run more sweetly when pressed. Hills call for an intelligent use of the gears if you want to climb quickly, but the gear-lift little engine will carry on to the last gasp on top without knocking or clumping.

The brakes are first-class. Lady drivers will enjoy the ease with which they can be applied, and the hand-brake which operates separate shoes on the rear wheels, an uncommon refinement in a car of this size, is very much more than a mere parking brake. The suspension is equally good. This is one of the most difficult problems confronting the light-car designer, but the Swift rides really well over all roads and at all speeds.

Altogether, a thoroughly comfortable and "nice" little car, economical to run—its m.p.g. is 32-38—and easy to look after, and as Swifts have scores of enthusiastic owners in the wilds of Africa, its amenability and durability may be taken as proved. There are numerous body shapes and almost innumerable colour schemes to choose from at prices between £220 and £295.

TAXES AND LIGHT CARS.

THE 10-H.P. SWIFT.

The other day at a luncheon given by Mr. Gordon England, of the body-builders firm, there were present representatives of the three political parties, each officially deputed to present the motoring "plank" of their respective platforms, writes a London correspondent.

All the speakers attacked the existing system of motor taxation, but none, it was disappointing to notice, on the ground that it is unfairly heavy. For the industry there may be some consolation in the fact that only the Liberals threaten the serious experiment of removing both import duties and horse-power tax at the same time, thereby throwing the British manufacturers naked to the American wolves.

A Scion of the Horse-Power Tax.

The much-abused horse-power tax has mothered a number of car models which would have poor chances of survival in that event. Among them are the smaller light cars, not by American standards cheap in first cost, but very cheap by any standard to run, and maintain and garage, and in respect of depreciation, length of life and comfortable service. If the pressure of competition forced their makers to discontinue these models, their disappearance would be a real loss to the unique variety of the British market.

This past week I have been trying a good specimen of this class, the 10-h.p. Swift. Swift of Coventry has been a famous name in the industry since its inception, and everybody knows its radiator with the sliced-off corners and trefoil badge. The firm has had its ups and downs, and now confines its activities to two models, a "14" and a "10." With these, the "10" in particular, it is making a gallant recovery.

Artist's Eye and Practical Mind.

The car reminds me somehow of a plump and sturdy little cobb, well bred and well groomed—only no cob of my acquaintance ever deserved the epithet "pretty," which is not out of place when applied to either the Swift tourer or saloon. It is a pleasure to look at, and as pleasant to ride in, so thoroughly well is everything done. No scamp work here, no saving on materials or finish.

The designer of the saloon had both an artist's eye and a practical mind. All the seats are roomy and all have pneumatic cushions. Those in front are adjustable fore and aft, but whatever their position the rear passengers are not squashed, thanks to sunk floor. Many of these small saloons give one a feeling, physical or mental or both, of being hunched up. The Swift gave me the impression of being much larger than in feet and inches it really is. Gear levers and hand-brake are on the right, but the driver can use his door without any contortions.

Since last year there have been some small changes in the engine, which is now said to give 25 brake h.p., and the performance of the car has been greatly improved by the adoption of a four-speed gearbox. A good clutch, very light in action, and a clutch stop make gear-changing quite easy, and the gears are really useful.

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INDICATING 'BUS STOPS.

'Bus passengers are complaining bitterly of the difficulty of recognising villages and other stopping places on country routes which are badly illuminated, and it is suggested by *The Commercial Motor* that the names of the various stops should be situated at the roadside and arranged in some form of recognisable light system. It is suggested that the names of the various stops should be situated at the roadside and arranged in some form of recognisable light system. It is suggested that the names of the various stops should be situated at the roadside and arranged in some form of recognisable light system.

"STOP-GO."

GARDEN ROAD TRAFFIC SIGNAL.

MOTORISTS' VIEWS.

To the layman, a considerable improvement is noticeable in the traffic conditions in the vicinity of Garden Road following the installation of the Aga "Stop-Go" signal. This opinion is confirmed by a number of motorists who have been asked for their views.

A suggestion was made by one motorist that the branch of a tree in the compound of Murray Barracks' Mess, which overhangs the roadway and obstructs Queen's Road traffic approaching the signal from the eastern side, might be removed.

Working Efficiently.

The signal has been in operation during the past fortnight and has worked efficiently. Some details of its construction may, therefore, not be out of place. The Aga system is in use in many parts of the world as an aid to navigation, and there are installations along the coast from the entrance to the harbour of Hong Kong.

"Ships coming into harbour from the eastern entrance are guided by the flashing eye of an Aga light on Lantau Island. Close to it is an Aga automatic carbonic-acid-worked fog bell, better known locally as Beckwith's fog bell, after the name of the former Harbour Master, Commander A. Beckwith, R.N.

As one enters the roads, the next Aga lighthouse is sighted to port, at Cape Collinson. This is one of the earlier installations in Hong Kong, and was erected before the war. On Channel Road, not far off Taikeo Dockyard, is another Aga light.

Worked by Gas.

The system was later introduced to street traffic in order to meet the need for a practical, easily-worked and cheap, yet effective arrangement, and the Aga "Stop-Go" signal is one of the contrivances adopted with success in many parts of the world, particularly in U.S.A.

Main parts of the installation consist of accumulator box and gas accumulator, post with turning shaft inside for the operating of the signal, "Stop" and "Go" boards, lantern with lens, screening lamellas, Aga flash apparatus and signal glasses. The light-signalling apparatus comprises gas accumulator, pressure regulator, flash apparatus, lens, and gas pipes.

The source of energy for the signal light is dissolved acetylene, i.e., acetylene, dissolved in acetone and compressed in a steel cylinder filled with a porous material. An accumulator of the type in use locally holds 600 litres of gas. The gas consumption of the flash light flame is 1.6 litre per working hour. The pilot-flame, burning all the 24 hours of the day, uses 10 litres of gas during that period.

Screen Plates.

In the corners of the "Stop" and "Go" boards there are four screen plates, which do not revolve with the boards, and which are so placed that only one of the boards is visible to each stream of traffic. This prevents mistakes which might arise if both a "Stop" and a "Go" board should be visible at the same time when approaching the signal.

Another important feature of the signal is that it can be put out of function in a moment. The light is extinguished by means of an easily accessible cock, and the lettered sides of the four signboards can be turned inwards by one single movement, the boards being connected to each other by a conical bevelled gear. This feature of construction is necessary owing to the fact that the police officer on point duty might quite suddenly have to leave his post.

There seems little doubt that if the traffic authorities are convinced of the usefulness of the system after a more lengthy trial, we should see these Aga light signals at other street intersections in Hong Kong. A locality with conditions almost identical in street formation is the junction of Queen's Road East and Arsenal Street, where the old type of signal system seems to occasionally prove a source of worry to motorists. It is established that the light was defective in its operation.

D.W.GRIFFITH'S



Lady of the Pavements

with
WILLIAM BOYD
JETTA GOUDAL LUPE VELEZ

THE love story of a Queen of the cafes
and a Prince of the blood!

SPECIAL VOCAL EFFECTS
BY
MISS DORIS WOODS

AT THE **QUEEN'S** TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

THE GAY COMEDY of a chorus girl who posed as the
daughter of a baroness at Monte Carlo!

CORINNE GRIFFITH
IN
THE GARDEN OF EDEN

SUPERB COLOUR SCENES

AT THE **WORLD** TO-DAY & TO-MORROW
at 2.30, 5.10, 7.15 & 9.20.

A COMEDY-DRAMA that mirrors the fads, fancies
and foibles of up-to-date femininity!

THE
BEAUTY SHOPPERS

with
MAE BUSCH, WARD CRANE

AT THE **STAR** FINAL SHOWINGS TO-DAY
At 5.30 & 9.20.

PETER PAN IN A NEW
GUISE.

On a building site in Millbank, London, is an old pre-war Rolls-Royce working under conditions that must surely emphasise its Peter Pan-like qualities.

This engine is providing the motive power for an air compressor mounted on the chassis frame in place of the old-fashioned body. The air compressor is used to employ a number of pneumatic drills and is in continual use day and night. We understand that the chassis was built in 1909, and almost until the date of its conversion it was running continuously on the road. Its mileage cannot be under a quarter of a million, and is probably considerably in excess of this. In spite of this, the car is just setting out on an entirely new and useful life, and provides a striking confirmation of the commonly accepted truism that a Rolls-Royce car never wears out.

The horse-power required to drive the compressor is about 25, which is something under half load for this Rolls-Royce engine, whilst the petrol consumption is found to be as low as two gallons of petrol an hour. Another item taken into account by Messrs. John Mowlem, the contractors who are the original converters of this very unusual adaptation, is that the cost of this conversion is at foot of next column.

COAL OIL.

Gradually, but with certainty, the economic treatment of coal is progressing, and it will not be many years before this country is producing a very large quantity of oil and the people will be using smokeless fuel much more generally than is now the case, remarks *The Motor*.

At places where the new fuel is obtainable the reports are that demand is greatly in excess of supply, and that once it is used the demand is continued.

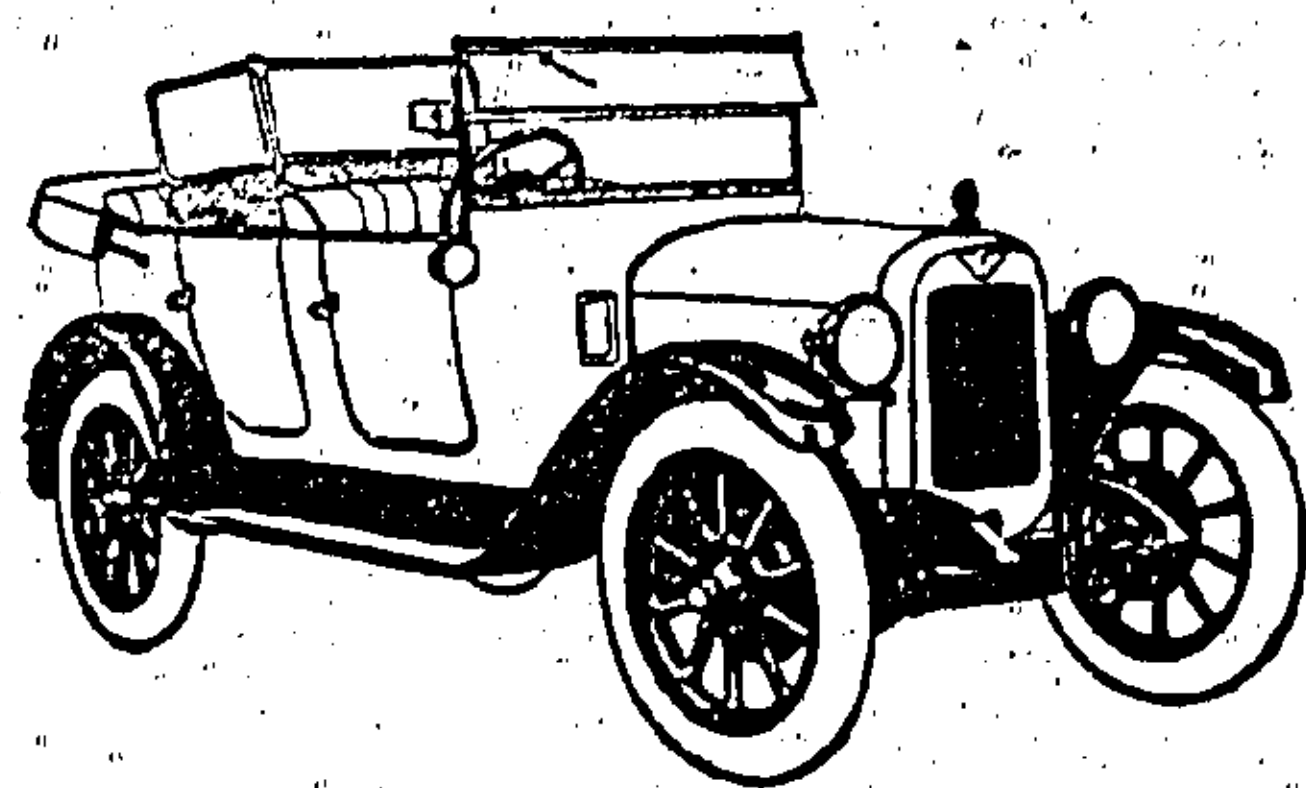
The developments in these directions, curiously enough, adds one contemporary, are not making any appreciable impression on the benzole market at present, and it is not quite clear why this is so. The home-produced liquid fuel is exempt from the tax, but the consumer of benzole is paying it all the same. It would be interesting to know through what channels the increased quantities of benzole reach the market and the consumer.

ination is considerably less than the purchase price of the usual type of mobile compressor plant.

Messrs. Mowlem also state that the usefulness of the chassis does not end here, as, there being now no need for a gear box, this unit has been removed and a pump has been fitted into a travelling crane for use with a small 1,500 cc. Anzani power unit.

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CARS

are famous throughout the
world for Speed, Comfort, Economy and Reliability.

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MEN'S WEAR SPECIALISTS
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as for Autumn and Winter;
These four Seasons revolve
without intermission.

Let HORLICK'S MALTED MILK
help you to maintain health
and vigour from year to year—Spring,
Summer, Autumn and Winter alike.
HORLICK'S builds up the body and
gives strength to withstand the con-
stantly recurring seasonal complaints.
Coughs, colds and chills; weariness,
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tain a footing in the system nourished
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**DOLLAR VALUE
WEEK**

WILL COMMENCE

ON

MONDAY

CALL AND INSPECT

THE

WONDERFUL VALUES

WHITEAWAY, LAIDLAW & CO., LTD.

HONG KONG.

MAJOR OGILVY TELLS HIS STORY.

RECALLED FROM LEAVE BY WAR OFFICE TELEGRAM.

RECEIVED NO INSTRUCTIONS IN DUTIES OF P.R.I.

WHY SERGT. WYLIE WAS "TRUSTED IMPLICITLY."

Major Ogilvy, K.O.S.B., who is facing charges of negligence whilst performing the duties of President of the Regimental Institute, gave his evidence-in-chief at yesterday's resumed sitting of the General Court Martial in Murray Barracks.

Major Armitage will open his cross-examination this morning. The Court consists of Colonel H. A. Stewart, D.S.O., O.B.E. (President), Lieut.-Col. H. V. Vernon, M.C. (S/15 Punjab Regiment), Major A. Greary, M.C. (Royal Artillery), Major R. H. E. Bennett, M.C. (Somerset Light Infantry) and Major J. B. Taylor (Somerset Light Infantry). The Judge Advocate is Mr. Somerset Fitzroy and the prosecuting officer Major H. W. E. Armitage, M.C. (Royal Artillery). The defending officer is Major E. G. Miles, D.S.O., M.C. (K.O.S.B.).

SAW NOTHING TO AROUSE HIS SUSPICIONS.

Major Ogilvy, who intimated that he would call no witnesses on his behalf, said he received his first commission in November, 1906. He had been 17 or 18 years with one or other of the K.O.S.B. battalions. When he left Egypt in July, 1928, to go on leave he commanded a Company.

He was recalled from leave about September 20, 1928, to take over command of the Battalion. He had to make arrangements to remove the Battalion from Egypt to China. Lieut.-Col. Comyn travelled from England on the transport which was to take the Battalion to China.

Shipboard Conference. He was consulted by Lieut.-Col. Comyn regarding the Battalion on one occasion at a conference held on board the transport. The principal matter discussed was promotion. He had been in command for about three weeks when he handed over to Lieut.-Col. Comyn.

At no time, continued witness, had his commanding officer given him warning regarding the possibility of any fraud. After being aboard the transport for about ten days witness took over P.R.I. duties from Capt. Renney. He had performed duties of P.R.I. on two previous occasions for short periods. When the Battalion arrived in Hong Kong the C.O. did not, to the best of witness's recollection instruct him regarding P.R.I. duties.

The duration of the two previous periods when witness acted as P.R.I. were both about three months. They occurred in different years.

Standard Orders. The C.O. did not discuss duties with him, witness went on. He had to rely on his previous experience, and the fact that he had discussed P.R.I. matters with the officer from whom he took over. There were also certain instructions in Regimental Standing Orders.

He discussed what newspapers should be ordered with Sergeant Wylie, when Wylie was his clerk. So far as he remembered, he decided on one paper only. That was the morning paper, for which they received an account.

Major Ogilvy stated emphatically that he found Sergt. Wylie, an absolutely satisfactory P.R.I. clerk in every way.

Major Miles: Did you trust him implicitly?—Absolutely.

The Judge Advocate: As far as we can see he was worthy of the trust.

Major Miles: Why did you trust him?—I knew that he had proved himself trustworthy to two previous P.R.I.s, and he had been clerk on the two occasions when I acted as P.R.I.

Not His Suggestion. Witness said that it most certainly was not at his suggestion that Sergt. Wylie was relieved in 1928. He did not want to lose him. He was not consulted as to whether he should be relieved. So far as he remembered, the reason given for Wylie's relief was that he wanted to go in for promotion. He thought it was the C.O. who gave him this reason but it was a long time ago.

Major Miles reminded the Court that Sergt. Wylie was a full sergeant at the time of his relief, and was a full sergeant at the present time. He suggested that Sergt. Wylie's next promotion would be either to C.Q.M.S. or C.S.M. If the former, then he submitted that he was receiving excellent training for a quartermaster's post in the P.R.I. office.

In reply to the President, the defending officer agreed that the reason given for Wylie's relief could have been a good one.

Witness said he was not asked whether in his opinion Corpl. Hendry would be a suitable clerk. He believed that Corpl. Hendry first arrived in his office as Messing N.C.O., and was brought in by the Messing Officer. He thought that he would take over as P.R.I. clerk as well as Messing Orderly. He

could not remember exactly who told him that Hendry was to be his clerk.

Witness said he asked Sergeant Wylie himself whether Corporal Hendry had learned his work and was capable to take over. Wylie said that he was.

The Regimental Cinema Board.

After the film adjournment, Major Ogilvy said that when the cinema was first started in the barracks he made arrangements with Pathé Orient for regular programmes twice weekly, the films to be selected by the operator. Some months later, the operator reported that Pathé Orient would not supply him with good films for the money they were being paid.

The films were very old ones and to substitute better ones for them witness went to the Queen's Theatre, where films could be bought or hired. He arranged with the manager of the theatre for films to be supplied as selected by the operator and the manager then informed witness that he supplied films to all the Naval ships stationed at Hong Kong and knew just the sort of films the troops would like.

Referring to his work in connection with the Audit Board, witness said that the largest number of times he served in this way was during 1927-28. As President of the Audit Board, his attention was directed to certain King's Regulations. He received no further guidance in addition, however, as to his duties.

The Audit Board.

Major Miles: Did you do your duties as President according to your knowledge and your past experience?—Yes.

Witness added that on no previous Audit Board of which he had been a member, had steps been taken to check P.R.I.'s stock. When the Audit Board sat, witness had no suspicion that Corpl. Hendry was withholding anything from witness, nor could he recollect any particular fact or incident which would tend to bring any suspicion of this nature to his mind.

Before the C.O. went on leave, in October, 1928, witness asked him what should be done about the P.R.I. duties and whether he should hand over the accounts to Major Lake. The C.O. said he was only going away for a short time and he did not think it necessary as, in all probability, he would take them over himself when he came back.

No Comment from C.O.

Despite that reply, witness subsequently handed them over to Major Lake as he was going on leave. The C.O. returned on November 12 and saw witness before he sailed. The C.O. made no reference to witness having "made over" to Major Lake.

At that time, as reported by Major Lake, witness knew that there was "rather a muddle" in the P.R.I.'s office. Major Lake could find no correspondence filed and no postage book. He also said there was a certain number of unpaid bills which had been sent in, one of which was known to witness.

The gist of a conversation in the orderly room between the C.O. and witness, before witness went away, consisted of a query as to whether any particular difficulties had occurred while the C.O. had been on leave. Witness reported one difficulty, but that had nothing to do with the present case.

Urgent Telegram.

The first witness knew of any trouble in connection with the P.R.I. accounts was when he received an urgent telegram from the War Office to return to China. On the way witness received a letter at Singapore from the C.O. referring to the present case and one paragraph made mention of a confidential report. No copy of the report accompanied the letter, however.

"I Will Pay!"

On arrival at Hong Kong witness saw the C.O. and expressed regret at what had occurred and said that he had been "let down."

Witness then had some little knowledge of what had occurred but his expression of regret did not imply an admission of guilt.

As the officer concerned, he considered himself morally responsible for the loss and witness would regard that obligation as binding whatever may be the result of the present Court Martial.

Major Miles again wrote the name of an officer on a slip of paper and passed it to witness.

With regard to that name. What happened?—I talked with the C.O. who said he had seen the officer whose name is written on this slip of paper and the C.O. believed he would be President of my Court Martial. The C.O. said he did not think I would get very much—probably only a reprimand.

Continuing, witness said that, at the time, he thought about pleading guilty because he knew the proceedings would be long drawn-out and he wanted to save the name of the regiment as much as possible. Witness had not told the C.O. of his intention.

On another occasion, witness asked the C.O.'s advice, and the Colonel said it was probably the best thing witness could do, or words to that effect.

This concluded the evidence of Major Ogilvy and then, at the request of Major Armitage, the Court adjourned until 9.30 this morning.

Despite the fact that the proceedings are public, no members of the public have, as yet, been present at any of the sittings of the Court.

THE PHILHARMONIC SOCIETY.

"THE GEISHA" TO BE PRODUCED.

Lovers of music in the Colony will no doubt be interested to know that, after careful consideration, the Philharmonic Society have decided to make a departure from the type of opera produced since 1924, and an excursion into the realm of musical comedy is to be made, the Committee having decided to produce "The Geisha" in December next.

Mr. W. H. Fitz-Earle will again wield the baton, and the public, with their memories of "Merrie England" and "Tom Jones," will not need to be assured that the musical part of the production will be in safe hands.

Much to the regret of the Society, the President, Mr. W. W. Hornell, has had to tender his resignation on returning to England for a well-earned furlough, but Professor W. Brown has stepped into the breach, and it is hoped that under his leadership, and with the support of the musical people of the Colony, the Society will be as successful as it has been in the past.

CINEMA NEWS.

"THE LADY OF THE PAVEMENTS" TO-DAY AT QUEEN'S.

D. W. Griffith's production, "The Lady of the Pavements," will be the attraction at the Queen's from to-day to Saturday. William Boyd of "The Volga Boatman" fame, Lupe Velez, Jettie Goudal and George Fawcett are the principal players.

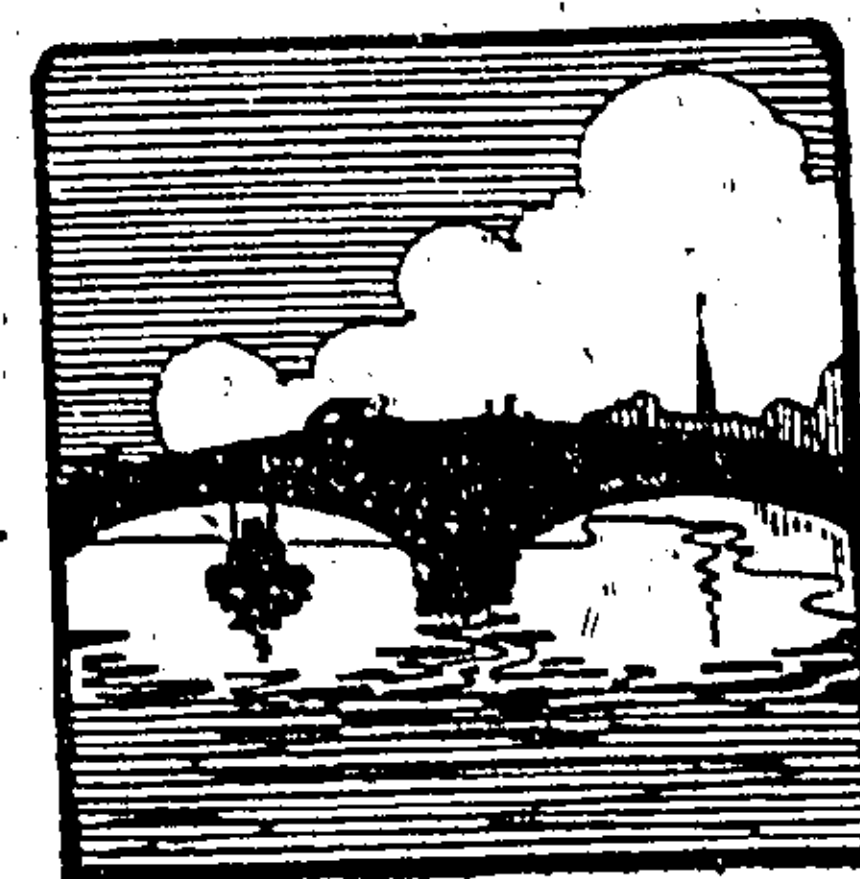
"Lady of the Pavements" marks a new departure for the man who has more cinema pictures to his credit than any other director. Griffith has treated his subject in a modernist spirit. Lupe Velez has the role of a cabaret girl, which gives her opportunity to exhibit the dances which gave her star contracts at the age of seventeen.

The picture opens at the court of Napoleon the Third, where a courtesan has the idea of marrying a cabaret girl to the man who has scorned her.

During each performance, Miss Woods will render special vocal effects.

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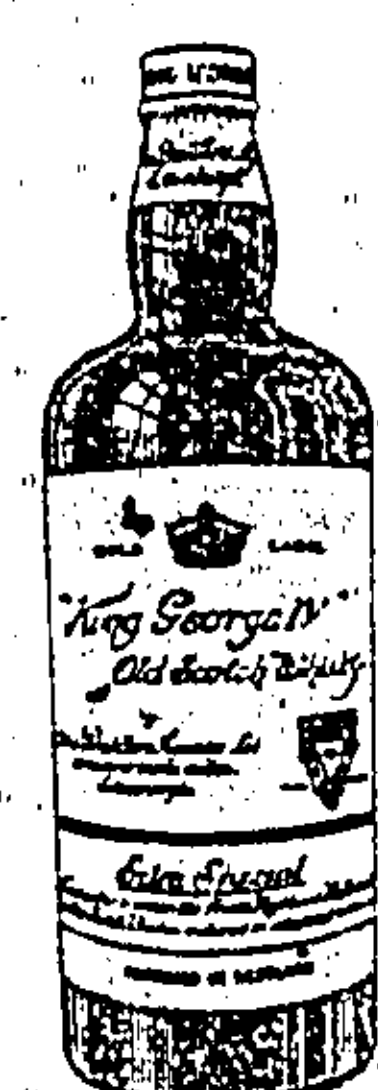
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REAL RAIN ARRIVES AT LAST!

TWO INCHES IN TWO DAYS!

KOWLOON'S SUPPLY NOW ASSURED.

NO SLACKENING OF GOVERNMENT PRECAUTIONS.

During the 24 hours ended at 4 p.m. yesterday the rainfall was 1.45 inches of rain, and for the 24 hours before that .55 of an inch, according to the Royal Observatory gauge.

We have thus had exactly two inches in 48 hours.

This has been the only appreciable fall, except for two days in May, since last summer. On May 2 this year 1.79 inches was measured and on May 7, 2.46 inches. May's rainfall was 7 inches and April's only 1.5.

Yesterday afternoon the rain stopped at about 2.30 p.m. and by the evening there was a clear sky. The weather report, however, is "occasional rain" so we hope for the best.

YESTERDAY'S DOWNPOUR.

The fall on Monday was only half an inch at Kowloon and about one-third of an inch over the Island reservoir area.

The water authority considered it a most disappointing fall, the showers being local in character, and at the end of the day it was found that the reservoir supply had fallen by half a million gallons. This meant that some 3½ million gallons had been collected, reckoning the Island's daily supply at four million gallons.

Yesterday's rain was of quite a different category. The heavy clouds enveloped the whole Island and the Kowloon Peninsula and the downpour was evenly distributed and everywhere continuous. It cleared at about 2 p.m., but the weather still looks satisfactory unsettled.

Officials at the Water Works Office were in a most optimistic mood and said that at last a real increase in the reservoirs might be expected, and according to reports the nullahs and catchments had been discharging briskly. The actual report will be available to-day.

The Shing Mun To The Rescue.

Kowloon's more serious troubles should now be over. Last week the yield from the Shing Mun was 33.92 million gallons and yesterday's rain should see a very appreciable effect upon the reservoir, with both the river and huge big catchment area to supply it. It is estimated that Kowloon gained ten million gallons during the 24 hours up to 6 a.m. yesterday—the "unsatisfactory period" for Hong Kong.

Emergency Measures to go Ahead.

But the Government is in no position to relax its emergency measures. They are going ahead with the plans for the conversion of the V.R.C. swimming pool into a reservoir and careful investigations are necessary to make it entirely watertight. It will hold about 500 tons.

The two new tanks near Bow-ning Canal have been completed and are functioning satisfactorily. Only one more tank remains to be finished and the full scheme will have been carried through.

The pipe at Tsun Wan is being duplicated and it is hoped to get two million gallons daily from this source alone.

Police launches are drawing their supply from Tai Shui Hang in Lantau, the work there having been completed. To-morrow officials of the Water Emergency Committee are visiting "Northern waters," and will make a report on the possibilities of the streams running into Flower Cove.

Imported Supplies.

The A.P.C. tanker Fuk Wung was yesterday discharging 800 tons of Shanghai water and it was hoped to send her to Wangmoon at daybreak this morning.

Other ships arriving yesterday were:

Tons.	
272	S.S. Kwong Sang (J.M.)
370	S.S. Poochow (B. & S.)
280	S.S. Haining (Douglas)
	The Tjikembang (J.C.J.L.) is expected on Sunday with 200 tons and the Tjikembang (J.C.J.L.) with 200-1,000 tons on July 4.

STORAGE AND CONSUMPTION.

Hong Kong Water Works.

The total storage in the Island reservoirs on Monday morning, June 24, amounted to 177.62 million gallons, showing a decrease of 15.13 million gallons during the past week; the amount collected from streams being 6.11 million gallons. The reduction of 1½ hours per day in the hours of supply introduced last Tuesday is resulting in a saving of about half a million gallons per day from the city mains.

The week's consumption totals 27.14 million gallons and is made up as follows:

City mains	21.21
Taikoo	.52
Lai Chi Kok	2.38*
Tsun Wan	2.12*
Steamers, etc.	.85*
	27.14

*To tanks.

Kowloon Water Works.

The storage in the mainland reservoirs on Monday morning, June 24, amounted to 100.23 million gallons, showing an increase of 19.77 gallons during the past week.

The week's consumption, excluding supplies to Hong Kong, is 10.67 million gallons plus 0.36 million gallons from the Tsun Wan supply making a total of 11.03 million gallons.

The yield from the Shing Mun River and streams during the week is, therefore, 32.92 million gallons.

MAGAZINE NULLAH CLOSED.

PROMPT ACTION BY GOVERNMENT.

The Hon. Mr. J. P. Braga was instrumental in saving the Colony from a probable source of disease the other day, when he took prompt action in informing the Chairman of the Sanitary Sub-Committee of the Water Emergency Committee, and the President of the Sanitary Board, of a report which had been made to him regarding the water in the Magazine Nullah and Murray Nullahs.

Mr. Braga personally investigated the report before notifying the authorities and his findings were as follows:

1.—That there is no denying the fact that the water dammed in these nullahs is partly discharged from houses on both sides of and above the said nullahs, and is, according to the Chinese, dangerously polluted gutter water.

2.—By the stand pipes at the bottom of the nullahs notice are posted in English and Chinese. The English notice reads: "This water must be boiled," and the Chinese was translated as "This water may be used for drinking after boiling."

3.—Though the water was of a distinctly offensive odour a few men and women were seen drawing it from the taps connected with Magazine Nullah. At a point higher up the hill, the water collected into the nullah from a small channel was like black slush, and the sight of it was sufficient to indicate that it was heavily charged with sewage.

4.—In the opinion of the Chinese there is no certainty that Chinese of the poorer classes living in the district are not using this water for potable purposes.

At the meeting of the Sanitary Board yesterday the Hon. Mr. J. P. Braga asked whether any action had been taken pursuant to his letter.

President: The result of your letter was that the nullah was closed at once.

Mr. Braga: It is good to hear that, for though as a Board we have nothing to do with the water supply, we have a duty to the Government and to the public in seeing that polluted sources of water are available.

OPENING OF WELLS.

ATTITUDE OF SANITARY BOARD.

At the meeting of the Sanitary Board yesterday Dr. W. V. M. Koch asked whether the President could say anything on the subject of the re-opening of wells, and the water conditions in general.

Mr. W. J. Carrie (President) replied that he was not sorry to have this opportunity of saying something about the opening of wells. The resolution carried at their last meeting had been that the Board were against the re-opening of wells which had been formally closed by their order. If other wells and new wells were opened by the Government, they would investigate the water and report on it.

Samples of water had been obtained from all the newly opened wells, and nullah supplies, and all had been analysed. In many cases the water was not above suspicion and notices had been posted warning people that the water must be boiled, or that it was unfit for drinking according to the analyst's findings. The Medical officer of Health was working in close conjunction with the Director of Medical and Sanitary Services and with the P.W.D.

He had been asked to second three qualified sanitary inspectors for work under the Government analyst in the examination of water supplied from the tanks on the water-front.

CORRESPONDENCE.

TUNG WAH EASTERN HOSPITAL APPEAL.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—Thanks to the efforts of Messrs. Li Hoi Tung, San Sing Sam, Ng Yu Hon, Tong Shun, Lo Suen, San Pok Hing, Au Kwun Yu, To Chak Man, Lui Ka On, Yung Kwun Man, Cho Shuk Hon, Lo Kung Muk, Lam Sin Po, Wong Chi Kan, Sun Tai, Tang Shiu Kin, Lau Shing Chong, Shou Shau Nam, Au Lim Chuen, Leung Pat U, Ng Yu Cham, Ng Wah, Kwok Chuen, Li Yik Mui, Tam Woon Tong, Ngan Shing Kwan, and T. N. Chau, members of the Building Fund Committee—a committee created upon the inception of the Building Scheme a few years ago and which has been functioning ever since—and to the labour of the annual Boards of Directors of the Hospital, the total amount of subscriptions actually received up to the end of last year is \$380,607.40.

The following further donations are gratefully acknowledged:—

The Hong Kong Tramways, Limited	\$500
Mr. Eldon Potter, K.C.	250
The Hong Kong, Canton & Macao Steamboat Co., Ltd.	250
Messrs. Wilkinson & Grist	100
Messrs. Davis Boag & Co., Ltd.	50
Mr. A. M. Bowes-Smith	25
	\$1,175

Total donations from Chinese subscribers received since the end of last year (which are being acknowledged in the Chinese Press) is \$14,216.91.

This makes a grand total of \$395,824.31.

As stated in the recent appeal, a very substantial further amount is required in order to enable the Eastern Hospital to be opened in a few months' time, and the Tung Wah Hospital earnestly appeals for subscriptions. All donations should be sent direct to the Hospital, or to any of the directors or members of the Building Fund Committee. Cheques should be made payable to the Tung Wah Hospital, and crossed "Tung Wah Hospital A/c Hong Kong & Shanghai Banking Corporation."—Yours truly,

M. K. LO,
Chairman of Directors.

Hong Kong, June 25, 1927.

SINGAPORE CONVICT CAUGHT.

POLICE COMB OUT S.S. TILAWA.

DARING GAOL ESCAPE RECALLED.

When the s.s. Tilawa steamed into Harbour yesterday she was met by Police launches and no one was allowed to leave the ship until the Police flag was hauled down.

A party of police, under Chief Detective Inspector Reynolds had waited for several hours for the arrival of this steamer as a cable from the Singapore Police had stated that certain escaped convicts would possibly be found amongst the passengers.

On boarding the ship, the Police learned that there were seven hundred male and 135 female steerage passengers. These were all segregated to one end of the ship and were later examined, one by one, by the party of eight European and thirty Chinese detectives. The passengers were made to pass along a gangway and each was searched and questioned as he left. The process occupied two and a half hours, at the end of which, the police took two men with them to the Central Police Station.

A Cantonese Offender.

Of these two men, one was identified as a convict who escaped from Singapore Criminal Prison on March 24, details of which escape will be found below. The other man was examined by the police, who later released him on their being satisfied that he was not an escaped criminal.

The arrested man has been identified as Lo Sui Koon, a Cantonese twenty-four years of age who was doing a sentence of ten years' imprisonment. The Police were in possession of a picture and description of this man, which gave minute details of scars and moles, which were checked beyond doubt. The man mingled freely amongst the passengers and was quite well dressed, and but for the portrait in the possession of the Hong Kong Police, he would probably have got through.

The Escape.

The story of the escape as culled from a Singapore paper is as follows:—

It was on March 24 that thirteen long sentenced convicts escaped from the Criminal Prison, Sepoy Lines, during the morning.

The men, eleven of whom were Cantonese, one a Tiuchiu, and one a Kheh, were in laundry work at the Prison. There were over fifty so employed in a courtyard.

Suspicious seemed to have been first aroused when a certain well-known convict was found to be missing. A roll call was immediately taken and the absence of the thirteen was established.

The alarm was given and the Police informed. It is understood that the means by which the men made their escape was a drain, leading from the courtyard to Outram-road. One of the two thick iron bars set across the opening had been cut through, leaving an aperture sufficient to allow the passage of a human being.

Two of the convicts, very probably the last of them, were seen emerging from the drain, quickly disappearing.

The men must have received some outside assistance and the theory is held that it may have been an ex-convict, who knew the possibilities of such an escape and may even have held conversation along the drain.

Toll-Tale Marks.

Rewards were offered by the Singapore authorities for the re-arrest of the criminals, and their pictures and descriptions were posted in Singapore. One of the posters is in the possession of the Hong Kong Police from which it is gleaned that the man, who was arrested yesterday had got a scar on his forehead and cut on the right side of his face near the temple.

(Continued at foot of next column.)

ROUND THE COURTS.

COMMUNIST SLOGANS ON DOCKYARD WALL.

A number of pamphlets were found on two Chinese who were arrested on Saturday night in the act of writing Communist slogans on the walls of the Royal Naval Dockyard in Queen's Road Central. The documents are being translated at present and the two men, who were charged before Mr. E. W. Hamilton yesterday, were remanded for a week.

AN EXCITING SPECTACLE.

"I can't make anything out of this. You are all fined \$10 or 14 days and bound over to keep the peace." These remarks were addressed to three women who were charged before Mr. E. W. Hamilton with behaving in a disorderly manner. The Police stated that the women were seen rolling on the ground and that a great crowd of people had gathered to watch the progress of the fight. Recriminations were exchanged in Court by the women. One said that the other had run away with her husband, and compliments about each others morals were freely exchanged.

NOT ENOUGH MONEY.

When a public driver was called to answer a summons for dangerous driving and for failing to exhibit his badge, a Chinese stepped forward and stated that he represented the defendant. He told his Worship that he had \$15 to meet the fines. Remarking that the money would not be sufficient, his Worship imposed a fine of \$3 on the charge of failing to show the badge, while on the count of dangerous driving, the summons was adjourned for a week so that the defendant could appear in person in Court.

AN OLD OFFENDER.

Seven convictions this year were proved against a Chinese chauffeur who was summoned before Mr. Hamilton on four counts yesterday. The defendant failed to appear in Court, but sent a substitute. His Worship did not impose a fine but recommended that the man's license be dealt with. The substitute was sent away with instructions to return the money given to him to meet the fines.

KIDNAPPING CASE DISMISSED.

The case against a Chinese who was charged before Mr. T. S. Whyte-Smith at Kowloon Magistrate with kidnapping a Chinese boy, the son of the principal tenant where defendant had stayed on a short visit, was dismissed yesterday by his Worship who held that there was not sufficient evidence to prove the charge. It was stated that a few days after defendant had left the flat, complainant's son disappeared and that defendant had been seen at a tea-house with the kidnapped son.

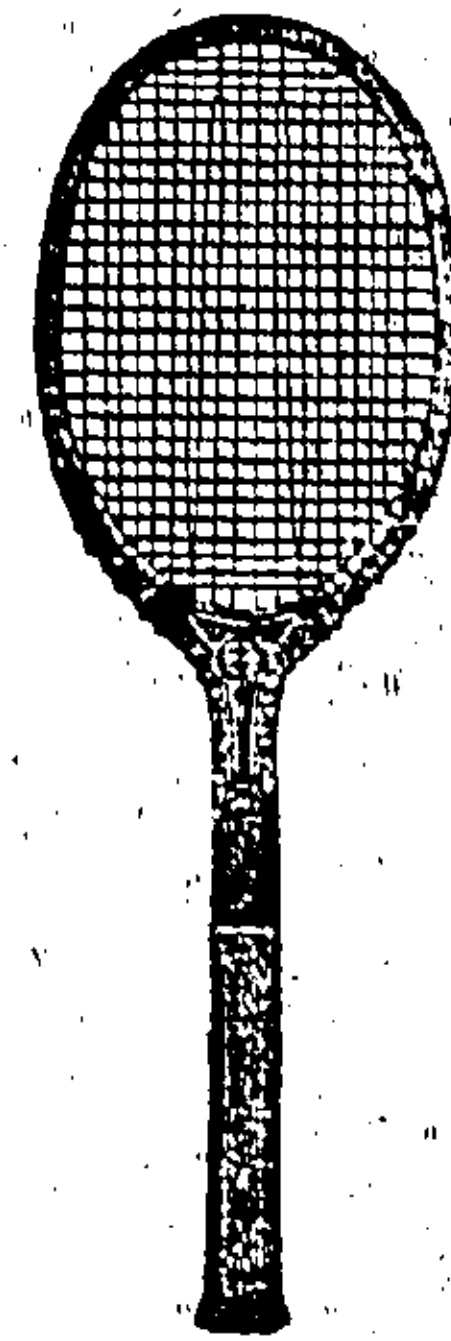
Detective Sergeant Fitches who was in charge of the case said that he could not proceed owing to the sudden disappearance of his witnesses. The defendant was represented by Mr. F. X. Almada, Jr.

He had a mole on the chest and several below the right jaw. Certain marks on the stomach were described and the circular added that the criminal had a scar above his left elbow and a mole on the right shoulder. Small wonder it is that the man was picked out from seven hundred passengers, for it seems that the Singapore Police have left nothing to chance in spreading the net around the fugitives!

Since the escape, a number of the convicts have been re-captured, but it is believed that four of them are still at large.

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1635D	MY INSPIRATION IS YOU
	CARMEN
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NOTICE IS HEREBY GIVEN that Mr. FRANK ERNEST SKINNER has been appointed ACTING SECRETARY of the above Company as from TO-DAY'S Date.

M. MANUK, Chairman.

Hong Kong, 26th June, 1929. [3092]

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 6.30 p.m., stated:—

The anticyclone remains over Japan and the depression over Tongking.

Local Forecast:—S. or variable winds, moderate, cloudy, occasional rain.

DEATHS.

DUNBAR.—On June 24, at Victoria, B.C., WILLIAM DUNBAR, [5031]

RAHMAN.—On June 21, at Sandakan, British North Borneo, S. A. RAHMAN, age 64. [5034]

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Since 1924 the political situation has hardened. At that date it was still hoped that disarmament, might be effected by agreement and that the principles of the Washington Conference might be extended. This optimism has hardly been justified, and though at the moment Anglo-American tension has appreciably eased outstanding differences have not been settled.

Rivalry has increased between the two leading Mediterranean Powers, and Germany has re-entered the naval arena. The political situation fluctuates, in fact, from day to day, but, as naval experts point out, fleets and adequate bases take years to build.

It may be argued that the Scandinavian countries and Holland do without big armaments and that Holland has the most valuable Colonial Empire in the world. On the other hand the history of the world might have been very different had Belgium had an impregnable frontier, and again, if Germany had won an overwhelming victory the Pan-German notion of absorbing Holland and her colonies might have become practical politics.

Singapore is the natural point of defence for Australia, the Dutch Indies, and India. At present there is no danger of attack, but who is to forestall the situation in twenty or even ten years? For purposes of aggression Singapore would have little value. On the other hand, Singapore is a nearly perfect pivot of defence, flanking any descent upon Australia from the North and controlling would be raiders in the Indian Ocean. If disarmament and renunciation of war becomes a reality armies and navies and all their appendages will gradually wilt as they showed signs of doing in the Victoria era.

But at the moment there are no such signs, and in view of the present position it would be merely inviting trouble to leave our possessions in this Hemisphere defenceless against menaces which may develop from many quarters.

There are, of course, disciples of the creed of the brotherhood of man who would disregard all signs and portents and scrap the three fighting services. But there is no reason to suppose that they carry more weight with the responsible Labour leaders than the ultra-marine patriots of the Conservative party did with Mr. Baldwin. The only naval matter over which there seemed any serious cleavage of opinion between political parties was the Singapore base. In 1924, when some 270,000 had been spent on preliminary work at Singapore, Mr. MacDonald announced that his Government would not proceed with the project. This decision roused considerable protest in Australia and New Zealand, Lord Jellicoe, the then Governor-General of the latter Dominion, setting forth an expert view on the need for the Singapore base at the request of Mr. MASSEY, New Zealand's Prime Minister. In Japan the popular Press acclaimed the Labour Prime Minister's action, but Admiral Baron SAKAMOTO ridiculed the idea that Singapore was aimed at Japan, and declared that Britain would of necessity renew the development of that strategic point. Lieut.-Comdr. KENWORTHY, who must know the elements of naval strategy though he left the Service before he was qualified to take the Senior Officers' courses in that subject, urged the abandonment of the Singapore scheme in favour of a cruiser and submarine base in either New Guinea or North Australia. His suggestion has many objections, and has never been seriously considered.

But on the return to power of the Conservative Party the Singapore base has been steadily developed for the last five years. The great floating dock, capable of taking the largest warships, safely moored in the naval area, and other works have also reached

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We understand that the Savoy Hotel Bar will not be opened as early as July 1, as one of the more optimistic members of the firm informed our representative on Monday.

Regarding the question of sinking wells in Hong Kong for supplying potable water, a correspondent calls attention to the fact that the Government of Macao, has decided to sink wells for its water supply, and an engineer named Mr. Santos is expected to arrive shortly from America with the necessary up-to-date boring machinery and plant.

The blessing of the 16th Hong Kong Group Catholic Cathedral, Boy Scouts Troop Flag, will take place at the Roman Cathedral, Casino Road, on Sunday the 30th inst., at 11 a.m. sharp. The ceremony will be performed by His Lordship Bishop H. Valtorta and after the ceremony, the gathering will adjourn to Headquarters for light refreshment.

Mr. H. Cooper, formerly of the Newspaper Enterprise, Ltd., is making an application for leave to appeal against Mr. Justice Wood's decision dismissing his action against the Newspaper Enterprise, Ltd., for \$1,000, wages in lieu of six months' notice. The application will be heard in chambers by the Chief Justice and Mr. Justice Wood and Mr. F. C. Jenkin (instructed by Messrs. Johnson, Stokes and Master), will appear for plaintiff.

Last week's record of notifiable diseases was as follows: Small-pox, 4 new cases, 1 fatality; diphtheria, 3 new cases (1 British) 2 deaths; enteric, 7 new cases, 3 deaths; meningitis, 2 new cases, 1 death. Two deaths from influenza were also reported. On Monday one Chinese (imported) case of enteric was notified.

A workman at the Kowloon Dock received serious injuries while working on a ship in course of construction. Getting caught in a drilling machine, the man had his right shoulder crushed and his right arm broken in several places before he was extricated. He was removed to the Government Civil Hospital in a very critical condition.

Talking of Talkies. One is always sorry to disappoint people, but in point of fact the rumours about "talkies for Hong Kong" have apparently emanated from the brain of a clairvoyant. At all events the Hong Kong Amusements were astonished to read how soon they were going to offer talking pictures to their patrons. Upon enquiries made yesterday at the Queen's, our representative was told by the manager of the theatre, that no purchase of telephone or other "talkie" installation had been made or was being considered at present. "We shall have an installation sometime, I suppose," he said, and added that it would not be, as far as he knew, before the beginning of next year at the earliest.

Bathing-Caps for "Live Wires." A visit to some of the big department stores in Hong Kong is always interesting, and frequently without humour. A local resident, bent on purchasing a bathing-caps for himself, one of the leading shops, was shown a very jolly affair, complete with a cap. The latter was of vivid red, with an inscription in large white letters, calculated to attract attention from the biggest crowd on the most popular beach. The words ingeniously designed to introduce the wearer of the cap to others in the water read: "I'm a shock; I look me over, kid!" We have not yet heard of any local Borneo bold enough to appear on the beach wearing one of these caps, but you never can tell!

Sex Equality in Ireland. When the Galway Hospital Committee had to decide whether they should ask Dr. Peter O'Malley or Dr. Philomena Tubridy, who are both resident medical officers, to remain for an extra three months after their six months' term of employment had expired, a member suggested that the lady should get the preference. Another member said that as women claimed equality with men no preference should be given on account of sex. Dr. Tubridy appeared before the meeting and agreed that she should not have any privilege. She agreed to lose a coin to see which should have the preference. Dr. O'Malley lost he must remain in the hospital for three months.

CAPTURE OF KWEIPING.

FURTHER RETREAT OF KWANGSI ARMY.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, June 25.

Reports have come to hand that the Nanking troops under Divisional Commanders Li Ming Shui and Yang Tang Fai captured Kweiping on June 22, driving Wong Shiu Hung's troops towards Kefai district. Pei Chung Hsi and Wong Shiu Hung have been holding this important city for over a week, during which time severe fighting has taken place. The collapse of the Kwanhsi line was due, according to the message, to disloyalty in its own ranks. The surrender of Colonel Lui Woon Im, also a prominent leader of the Kwangsi faction, has been confirmed. Colonel Lui and his troops are now taking orders from the Nanking troops. He has given Wong Shiu Hung and Pei Chung Hsi 24 hours in which to leave Kwangsi!

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THE DRIVE AGAINST FENG.

TROOPS CONCENTRATED AT CHENGCHOW.

200,000 IN THE FIELD.

[THROUGH REUTER'S AGENCY.]

HANKOW, June 24.

It is stated that 200,000 National troops are now in position for an attack on Feng Yu Hsiang's Army, the Kuomintang, and that these troops are waiting only for the order to advance. The largest concentration is taking place at Chengchow, hitherto Feng's base, whence should an attack prove necessary—an advance will be made in the direction of Loyang and the real drive will commence from there towards Tungkuang.

It is learned that it has been necessary for the National leaders to detach two brigades from the expedition against Feng Yu Hsiang to deal with Fan Tsung Hsi's ex-soldiers who are roving the south of Honan.

Troop Movements.

(Wah Tai Yat Pao.)

SHANGHAI, June 25.

Han Fu Chu's troops were moving towards Kweichow on Sunday. Two brigades under Shih Yu San have arrived at Tachow, while Fang Chen Wu's men have reached Yencheng. Ma Hung Kwei's troops are still at Chengchow, and are ready to advance to Taining. Troops under Liu Chen Hua have arrived on the north bank of the Yellow River.

TO LEAVE CHINA.

REPORTED FENG-YEN COMPACT.

[NAN CHUNG KUO NEWS SERVICE.]

SHANGHAI, June 25.

General Feng Yu Hsiang, accompanied by a small company of Kuomintang officials and a body guard, arrived at Taiyuanfu, the capital of Shanhai, on June 24.

Upon his arrival, he immediately interviewed General Yen Hsi Shan, and it has been reported that they have agreed to make a joint trip to Europe by way of Japan. This trip, however, will not commence for some time, as they intend to hold an important conference with the Kuomintang and Shansi leaders.

CHIANG KAI SHEK'S TRAVELS.

(Wah Tai Yat Pao.)

SHANGHAI, June 25.

Chiang Kai Shek was due in Tientsin on Monday afternoon, and is expected in Tientsin on Tuesday morning.

Before leaving Nanking, Chiang wired Yen Hsi Shan and Sun Liang Cheng (1) to proceed to Peking to discuss matters with him.

CHINESE DEPORTED FROM RUSSIA.

PROPERTY SEIZED.

(Wah Tai Yat Pao.)

SHANGHAI, June 25.

A telegram addressed to the Central Government by Chang Hsueh Liang states that recently, 47 Chinese were deported from Russia and their property estimated at \$300,000 was confiscated by the Soviet Government.

ASSAM FLOOD DAMAGE.

NO DEATHS, BUT CROPS RUINED.

[THROUGH REUTER'S AGENCY.]

CALCUTTA, June 24.

The recent Assam floods caused enormous damage in the low-lying country, mostly among the cultivated tea estates. But the damage to the rice crop was only slight.

News has been received at the India Office that there were no deaths owing to the floods or starvation in Assam, though many cattle died and there has been widespread damage to crops.

"DRY" AMERICAN LEGATIONS.

GEN. DAWES NOT TO SERVE WINE.

PRESIDENT'S APPEAL.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 25.

The action of General Dawes in refusing to serve wine in the United States Embassy in London, according to Press reports, is interpreted in some quarters to indicate that all United States Embassies and Legations may go "dry" in deference to President Hoover's appeal for a more exact observance of the law by United States citizens.

This is in spite of a legal opinion that United States Legations are not affected by the Eighteenth Amendment or the Volstead Law.

BRITAIN AND RUSSIA.

FIRST STEPS TOWARDS RECOGNITION.

[THROUGH REUTER'S AGENCY.]

LONDON, June 25.

The Daily Herald announces as the first step towards resumption of Anglo-Russian relations that a "communication has been cabled informing all Dominions Governments that the British Government proposes to resume diplomatic relations with the Government of Soviet Russia."

"SOUTHERN CROSS" HOPS OFF AGAIN.

A LONG FLIGHT IN PROSPECT.

[THROUGH REUTER'S AGENCY.]

SYDNEY, June 25.

Captain Kingsford Smith, the Southern Cross flyer, left in his machine at 2.24 p.m. to-day on a non-stop trans-Australian flight to Derby, en route to England, via Singapore, Calcutta, Karachi, and Baghdad.

MURDERS AND DIVORCE.

RESULT OF EMANCIPATION.

[United Press.]

MOSCOW.—The tragic fight of women in Mid-Asiatic Russia for emancipation is underlined by a report of three trials which took place almost at the same time in different parts of the Kirghiz Soviet Republic. In all three, husbands were tried for the murder of their respective wives and in all three the crime was committed because the wives, touched by the new spirit, had announced their intention to obtain a divorce.

The peasant Shabdanov, one of the wife killers, received a ten years' term of imprisonment in strict isolation, the severest penalty for murder under Soviet law. Similar terms were received by Mitchev and Tutchev. Mitchev had killed his mother-in-law for good measure. The murder of women in this region for removing their face veils is a frequent occurrence. There have been numerous instances too where young girls were killed for refusing to marry old men selected for them by their parents.

NEW AIR ROUTE.

ACROSS SIBERIA.

[United Press.]

MOSCOW.—The distance between Moscow and Irkutsk in Siberia, 5 days by train, can now be done in 35 hours of flying time. The air route has just been opened. There will be three planes leaving Moscow for Irkutsk every week.

Other distant Siberian points likewise will be made more accessible in the near future in a web of air lines being planned.

Air connections with the Caucasus have been functioning for several years. This season they have been considerably enlarged. The famous vacation resorts on the Caucasian coast, heretofore at least three days' distance from Moscow by train, can be reached in about 12 hours.

MEERUT SEDITION TRIAL.

VICEROY ATTACKED.

BRITISH COMMUNISTS' ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

MEERUT, June 24.

On the resumption of the conspiracy case, the 32 accused, including the British journalist, Hutchinson, who was recently arrested at Nagpur, entered the Court singing the "International" and wearing red badges.

Mr. Sinha, one of the counsel for the defence, after consulting with Pandit Motilal Nehru, President of the Indian Congress (who was seated among the counsel for defence) called attention to a recent speech by the Viceroy, in which he had referred to the conspiracy case. He (Sinha) described the Viceroy's remarks as an "insolent challenge to the authority of the Law Courts of India."

The Crown Counsel thereupon described Sinha's statement as a "scurrilous attack on the Viceroy." The Court over-ruled the objection. Mr. Langford James, counsel for the prosecution (continuing his opening address) alleged that British Communists had carried on propaganda among Indian students in British Universities and had sent several British emissaries to India.

Widespread Intrigue.

Mr. Langford James read cryptic, coded letters between the "Red" International and the accused. Spratt, instructing Spratt to organise a strong delegation from India to attend a meeting of the Pan-Pacific Trade Union Secretariat in Canton and thereafter to go to Moscow.

Spratt outlined a scheme to establish an All-India Communist organisation at a cost of 2,400 rupees monthly. Letters also showed that money had been received via the frontier.

GERMAN AVIATION.

METHODICAL PROGRESS.

[United Press.]

Berlin.—German aviation wants to be prepared when transoceanic air-service becomes a fact. True to tradition, the Germans are going about it methodically. Not only are they busy developing planes that will answer the requirements of such a service, but they are also intent on training the necessary man-power to fly the machines.

The Luftwaffe has utilized the winter lull in commercial aviation to send 25 of its best pilots to the State Navigation School at Lubeck, where they have just finished their theoretical studies. The curriculum which included classes in navigation, meteorology, mathematics and international sea law lasted about five months and was conducted along the same lines as that for skippers of the merchant marine.

Next year's dull season will be used to give these 25 pilots a practical training. For this purpose they will be detailed for service on various ocean liners next winter.

NOVEL CHAMPION.

PUSHING PEANUTS TO PIKE'S PEAK SUMMIT.

AND USING HIS NOSE IN THE PROCESS.

COLORADO SPRINGS, Colo.—Bill Williams, a plasterer of Rio Hondo, Tex., has set out to convince the world he is the champion peanut pusher of the world by propelling a gobbler with his nose to the snow-covered summit of Pike's Peak.

Williams began his unusual journey from Rainbow Falls, in Ute Canyon. His destination is Summit House, 22 miles away. If all goes well he expects to progress toward his goal at the rate of a mile a day.

A device attached to his nose enables Williams to propel the peanut without loss of skin. Heavy gloves and knee pads fashioned out of automobile tires protect the pusher's hands and knees from sharp rocks. He expects to wear out many peanuts on the trip. Williams began last fall, when he pushed a peanut from Rio Hondo to the top of Pike's Peak. A verdict of "Suicide while of unsound mind" was returned.

POOR RELIEF IN WEST HAM.

COMMISSIONERS TO BE REPLACED.

GOVERNMENT DECISION.

[THROUGH REUTER'S AGENCY.]

LONDON, June 25.

The Ministry of Health announces that the Commissioners appointed by the last Government to superintend the Boards of Guardians at West Ham, also at Chester-le-Street (Durham), and Bedwellty (Monmouthshire), will be replaced very soon.

The announcement says the Government has always held that there is a very grave constitutional objection to a system under which local administration is divorced from the elected representatives of the people, but as there is at present no machinery for the election of Guardians as regards the period to April 1 next, it is proposed to substitute for the present Commissioners members of local authorities in different areas who may be nominated by the local authority.

The change will take effect from August.

ROYAL HOUSEHOLD APPOINTMENTS.

LABOUR'S ODD CHOICE.

[THROUGH REUTER'S AGENCY.]

LONDON, June 24.

With the appointment of the ex-cab driver, Ben Smith and the ex-police driver and leader of the Police Strike, John Henry Hayes and a Glasgow labourer, long unemployed, named Thomas Henderson as Treasurer of the Household, Vice-Chamberlain and Comptroller of the Household, respectively, the Labour Ministry is now complete.

These positions will bring their holders into close contact with the Court, of St. James.

Parliament Re-opens.

LONDON, June 25.

The New Parliament opened to-day without ceremony, the proceedings being merely preliminary to the formal Opening on July 2.

To-day's business consists of the re-election of the Speaker, Captain Fitzroy.

Liberals were very keen to stake their claims to seats, a number arriving last night, and the bulk of the Party before six a.m. The doors opened at eight.

SUICIDE MISTAKEN FOR SLEEP.

MOTHER'S REQUEST FOR A "NICE WREATH."

Astonishing disclosures of neglected intervention in a case of suicide were made at an inquest at Liverpool on Mrs. Margaret Ralphs, aged forty-seven, the wife of a corporation bowling-green caretaker, of Scorton-street, Liverpool.

It was stated that Mrs. Ralphs, when entering her house, showed a neighbour 3d., and said, "This is for the gas." She added, "Send me a nice little wreath."

The observation was regarded as a joke. Later Mrs. Ralphs' son, aged seventeen, found the house full of gas and his mother unconscious, with gas tubing near her mouth. A neighbour who was called in said that Mrs. Ralphs was sleeping, and the son transferred the gas tubing from his mother to the stove and proceeded to boil water for his father's tea.

The mother did not wake, and some time later the police were sent for, and she was found to be dead.

The coroner said that Mrs. Ralphs' life would have been saved if that kindness usually displayed by poor people to one another had been evident in this case. A verdict of "Suicide while of unsound mind" was returned.

SOVIET'S "EYE FOR AN EYE."

A TERRIBLE REVENGE.

SEQUEL TO RELIGIOUS DISPUTE.

[THROUGH REUTER'S AGENCY.]

MOSCOW, June 24.

The Supreme Court of the Republic of Uzbek (Central Asia) have sentenced to death nine persons for the murder of the well-known Uzbek writer, Hakimzade, whom the local ecclesiastical and feudal lords killed because they resented the anti-religious campaign which he was conducting by order of the Government at Schachimardan, a place of religious pilgrimage.

Seven of the other accused were imprisoned and 19 expelled.

MARRIAGE BUREAUS.

BUSY FRENCH AGENCIES.

OVER 2,000,000 SURPLUS WOMEN.

[United Press.]

Paris.—Matrimonial agencies in France are making fortunes these days attempting to procure nuptial felicity at moderate fees for great numbers of French spinsters. According to an estimate just published there are over 2,000,000 more women than men of marriageable age in this country.

The number of marriage bureaux in France have increased five times since before the war while, advertisements regarding farm implements, pigs, cattle and horses in the country newspapers and magazines are being crowded out with appeals for mates. In the larger cities, including Paris, periodicals devoted entirely to the finding of matrimonial partners are enjoying tremendous sales.

Gaudy Covers.

These magazines in Paris are as a rule of gaudy appearance. The cover, generally portrays a smiling bride in gorgeous costume, holding a huge bouquet of flowers, or a happy mother playing with her children while a handsome and tender husband hovers close at hand. The advertisements are a strange admixture of sentimentality and finance, in which the girl describes her ideal and adds that she has a house, a farm, or several thousand francs for a dowry. Two such magazines in Paris are entitled *Hygiene* and *Marriage*.

The matrimonial agencies are now being managed with great skill and subtlety. Some of them give dances and parties to which men are invited, not knowing that they are to be appraised as prospective husbands. If marriages result from such manoeuvres, the agency receives a commission based on the financial value of each match. If the girls do not secure a husband they are obligated to pay a small fee for the experiment.

Other agencies maintain lists of eligible men and arrange private meetings between the couple or else carry the affair through to a finish much as a lawyer might settle a case out of court. But the advertising method is by far the most popular. It entails little expense and practically no embarrassment since the letter-writing is carried on under fictitious names until an understanding is reached.

Snappy "Ads."

Typical advertisements in the Parisian journals are the following: "Lonesome blonde, aged 39, with 30,000 francs, seeks a serious man, any age, of good character, who might make her happy in marriage."

"Sentimental brunette, not yet forty, with a home in the country, would be disposed to consider marriage with a retired businessman. He must be fond of music and like children."

"Intelligent, brunette, speaks English, would like to have correspondence with an American with view to marriage."

The advertisements in the farm journals in the provinces are more practical. In these, the parents generally bluntly say they will marry their daughters to experienced farm hands. Many of the rural ads specify that the applicants must be religious, pious and handy at milking cows. Often the prospective husbands must show their several months before getting the daughter in marriage and the dowry in compensation.

PROSPERITY IN AMERICA.

INCREASED COMMERCE IN 1928.

TARIFF DANGERS.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, June 24.

According to the annual report of the Department of Commerce, the financial turnover of international payments between the United States and foreign countries totalled \$22,000,000,000 in 1928, of which \$5,000,000,000 represented the value of American commodities sold abroad.

The report shows a balance of \$730,000,000 in favour of the United States compared with \$588,000,000 in 1927.

The report estimates that American tourists spent \$325,000,000 abroad—over two-and-a-half times the amount of War Debt payments received by the United States from her former allies.

Increased Tariff Evils.

WASHINGTON, June 25.

The possibility of damaging America's foreign trade by application of increased Tariff rates is causing concern to President Hoover, the State Department and the Department of Commerce.

Protests against the increase have so far been received from twenty Governments.

A BUSY PREMIER.

VENIZELAS AS "SAVIOR OF GREECE."

[United Press.]

Athens.—The busiest man in Greece is Eleutherios Venizelos, Liberal prime minister and widely regarded as the saviour of his country. He works on an average of sixteen hours a day, for besides his parliamentary and governmental duties he has an endless series of conferences with leading business men and financiers. Venizelos is 65 years of age and his health is not especially good.

Although he is not a dictator, his personal prestige and influence is so great that he exerts far more influence than the ordinary Premier. Men of all parties come to him to profit by his vast knowledge and experience and his great skill in dealing with intricate matters.

Well-Informed.

Despite his regular work, he manages to keep himself informed on every question. He is the recognized expert on all matters, whether of finance or home or foreign politics. Venizelos lives in the Petit Palais, the former home of Prince Nicholas which was converted into an hotel after the revolution of 1924.

There, in a modestly furnished apartment, the headman of his country completes his day's work. Venizelos has retired from political life and was living abroad working on a commentary on Thucydides when Greece in her distress appealed to him to come back and take charge. He returned to Athens almost immediately, formed a cabinet, got matters into running order once more, held a general election and was overwhelmingly supported by the nation.

His energetic tackling of the problems has earned him the title of "remaker of the nation."

Friendly Relations.

Friendly relations with every neighbour is the aim of Venizelos, according to the Athens correspondent of the *Manchester Guardian*. "When I came to power last summer," Venizelos is reported to have said, "I determined that I would put my country on the best possible terms with our neighbours as well as with the great Powers."

Referring to the recently concluded pact with Italy and Yugoslavia, he declared: "Neither of these is directed against anyone; they are treaties of amity; they are not alliances."

Venizelos stated that alliances always create the impression that they are directed against someone. "Therefore I do not believe in them. I believe that nowadays alliances do far more harm than good."

He added that negotiations were being conducted for similar pacts with Turkey and Bulgaria, but that numerous outstanding difficulties required to be settled first.

Telegrams in Brief.

Henry Mason Day, Vice-President of one of the Sinclair Oil Companies, has joined his chief, Harry Sinclair, in the District of Columbia Gaol. Day has been sentenced to four months for contempt of court for his jury-shadowing activities during the Sinclair-Fall conspiracy trial.

The death has occurred of Sir Mortimer Singer, son of the inventor of the Singer sewing machine, and himself a pioneer in cycling, motoring, and flying.

The China Inland Mission has received word of the release of Mr. Ernest Weller, who, with five other British missionaries, was captured by bandits on June 8 and confined in the city of Shiehchen, in Honan. There are no details as to how his release was effected, but he is now safe at Yencheng, on the Peking-Hankow Railway.

GAMBLING RAID ECHO.

TEN MORE BRITISHERS SUMMONED.

FIVE BOUND OVER.

Shanghai, June 19.—The following ten foreigners were brought before Magistrate A. J. Martin, at the British Police Court, this morning, to answer the charge "For that you on May 28, 1929, unlawfully did haunt or resort to a common gambling house carried on in certain premises, known as 151C, Bubbling Well Road, Shanghai. Contrary to 33 Henry VIII, chap. IX, sec. IX."

Mrs. W. E. D. Smith, wife of W. E. D. Smith, 234, Bubbling Well Road.

Mr. W. E. D. Smith, c/o Jardine, Matheson and Co., Ltd.

Mr. S. D. Kemsley, c/o Chinese Maritime Customs.

Mr. R. Condie, c/o J. Llewellyn and Co.

Mrs. R. Condie, wife of R. Condie, 53 Ave. Joffre.

Mr. R. Phillips, c/o Gande Price, Ltd.

Mr. W. E. Anderson, c/o Asiatic Petroleum (N.C.) Ltd.

Mr. W. R. Lemarchand, 12, The Bund.

Mr. L. N. Lawford, Chinese Maritime Customs.

Mr. F. Nissim, 38, Kiangse Road.

Crowded Court.

The Court room was again crowded with well dressed foreigners of all nationalities, who seemed to listen very carefully to the proceedings and displayed special interest when the Magistrate delivered his decision with regard to the cases which were brought before him on Monday and on which he had reserved his judgment.

Prior to taking up the case of the new defendants, Magistrate Martin delivered decision in the case of the former defendants, J. S. Graham (Health Department, S. M. Council).

J. H. Blakelock (Health Department, S. M. Council).

R. J. S. Davies, Chartered Bank.

G. A. Johnson (Lester, Johnson and Morris).

E. O. Pickford, Hong Kong and Shanghai Bank.

W. Sutherland, Hong Kong and Shanghai Bank.

Graham, Blakelock, Davies, Pickford, and Sutherland were bound over in their own recognisances in the sum of \$200 each not to resort in future to any common gaming house in Shanghai.

SIX MONTHS' MOTORING OFFENCES.

30,000 DEALT WITH BY CAUTION.

The fact that over 20 per cent. of the motoring offences committed in England and Wales during the period from July to December last were dealt with by police caution shows the extent to which the policy comparatively recently adopted by the authorities has developed.

A White Paper recently issued from the Home Office (10, price 4d. net), states that the motoring offences dealt with in England and Wales during the six months numbered 135,241 and of these 30,191 were dealt with by police caution. The offences dealt with by prosecution numbered 105,050, and convictions were recorded in 88,613 cases, 42 persons being sent to prison without the option of a fine. The licences suspended numbered 1,078 and those endorsed 1,180. The total of the fines imposed was £27,900 7s. 6d.

The number of persons dealt with was 120,620. The principal offences were:—Manslaughter, 26; causing bodily harm by furious driving, 18; drink in charge, 923; reckless or dangerous driving, 13,878; exceeding the speed limit, 11,022. Among the minor offences the largest total was 28,078 for lighting.

The Metropolitan Police dealt with 20,561 offences, while the only district with a clean sheet was the Isles of Scilly.

Money and Markets

HONG KONG MARKET REPORTS.

Yesterday's quotations for rice and other foodstuffs were as follows:—

Rice.	Per Picul.
Common White	\$6.92-8.21
Granulated, No. 3	5.13
Reddish Cargo Rice	8.10
Cargo Rice, Granulated	4.58
Long Unglutinous, China	7.14
Chuk	
Miscellaneous.	
Coarse Granulated Sugar	\$6.23-7.30
Groundnut Oil, Fongtze	21.50
Camellia-nut Oil	15.80
Dried Mushroom, Heung	125.00
Shun	
Dried Flat Fish, Chung	73.00
Pin	
Bird's White Edible Nest	3,650.00
No. 1	5.08
Lake-wood	28.00
Rhubarb	

CANTON TRADE NOTES.

The market for Fushun coal has been weak. Importation into Hong Kong has been also very limited due to the high exchange rate.

Silk futures in Kowloon have been faced with loss as the present crop of silk has proved to be a failure owing to bad weather conditions.

Telegraphic advices from Shanghai indicate that cotton yarn prices in Shanghai have declined by about half a tael. The Canton yarn market is still weak but prices are firm as there have been no arrivals during the last two days.

The green tea market has been fairly active recently in Hong Kong and there is a healthy demand by British merchants. Prices are firm and are likely to advance in the near future. The black tea market is inactive. British merchants are hesitating to buy and Russian dealers are offering very low prices.

Piece goods merchants have made practically no profits recently and the market is very quiet. Most piece goods come from Japan and since the anti-Japanese boycott was lifted, the market has been overstocked and demand has not been healthy. Merchants are having to sell their stocks at purchase prices and many have had serious loss.

Wuchow merchants have taken action to restore some degree of value to the Kwangsi Provincial banknotes, which have been worthless since Wuchow fell to the Nanking troops. The General Chamber of Commerce in Wuchow has also decided to draft regulations and measures to be submitted to the Finance Ministry to deal with the matter.

The prices of both foreign and Kwangtung sugar have remained low and prices in Hong Kong are also steady. There has been a fair demand for groundnut oil as prices are low. Poultry market is fairly active and prices are steady. Vegetable prices have advanced as there is demand from Hong Kong and arrivals are short. Prices of fruit are on the decline as supplies are still plentiful but consumption is not large.

The export to foreign countries of silken handkerchiefs, etc. which was at one time fairly important has fallen off in recent years owing to the competition of Japan and Italy. Chinese silken articles have become less popular owing to inferior style although the quality is much superior to foreign silks. Merchants are now taking drastic measures to improve their products and proposed to send a delegate to Europe and America to investigate.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 350 METRES.

1.48 p.m.—Weather report.
5.30 to 6.30 p.m.—Programme of Chinese music. (Records supplied by The Canton Trading Association, Ltd.).
7.45 p.m.—Evening weather report.
8 p.m.—Evening programme. (Parlophone records supplied by The Canton Trading Association, Ltd.).
10.30 p.m.—Close down.

THE TIN MARKET.

A REACTION IN MALAYA.

Messrs. Pentreath & Co. have kindly forwarded us the following letter dated May 29, from Messrs. Hornby, Hemelryk & Co., Liverpool:—

"The consumption of tin so far this year has exceeded the estimates of the most optimistic bulls, but, in spite of this, it still remains well under production. If the market had been left alone during the last seven or eight months, the situation would probably have cured itself under the laws of supply and demand, by prices falling to a point at which production would be reduced to a certain extent and consumption stimulated to a certain extent, so that they would again attain balance."

Interference by Financial Group.

"It is difficult to say at what price this level would be reached, but we should estimate it at about £180 per ton, and if tin had fallen to that level, most people in the trade, both consumers and producers, would be writing optimistically about the future of this very essential metal. Unfortunately, a group, very powerful financially, have thought it worth while to interfere with the normal law of supply and demand, and by taking the surplus supplies of tin off the market from time to time, they have managed artificially to maintain and even occasionally to raise the price to an unjustified level, every article having been employed to put the most favourable construction possible on the statistical position of the metal."

"The result has been to bring about a general distrust of tin statistics and antagonism to the price, as a result of these operations, it can fairly be said that the consumers, producers, dealers and, in fact, almost everybody engaged in the trade, have lost money."

Big Production in 1928.

"In 1928 the production of tin was largely in excess of consumption, good though the latter was. It is quite evident that similar conditions will occur this year, and, in all probability, next year, as well, in spite of the rapid increase in consumption and of the more diverse uses of the metal. As a consequence, several groups of producers have been meeting together for some time past, and still are continuing their conferences, with a view of restricting the production of tin for the time being to the needs of the rapidly expanding consumption, and we believe that the largest producers in Malaya, the Dutch East Indies and Bolivia are in close negotiations to this effect, whilst the largest producers in Nigeria will, no doubt, also come into line should some definite scheme be agreed upon."

"At the moment, we understand there is some hitch caused by the reluctance of the Malayan producers to recognise that, as the principal increase in supplies has come from them, so should the biggest sacrifice be made by them, but this is hearsay rather than an established fact. It seems impossible, however, to assume that some measure of agreement will not be reached in view of the fact that no new deposits of tin have been found in the world for many years, and that tin-bearing ground is so much a wasting asset, that at £200 per ton, adequate amortization could hardly be made on any tin-bearing fields."

"We have gone to some length to this prelude because agreement amongst the large producers has such a fundamental bearing on the price of tin."

Price Likely to Fall.

"The negotiations referred to above have been very prolonged, and must soon be decided one way or the other. If they fail, it is probable that tin will go temporarily below its economic value, which we should put at the present moment at something like £190 per ton, but, if they succeed, a rapid rise would occur immediately, and provided that any agreement was strictly adhered to, we should think that £250 per ton would be a fair average price for the next two or three years."

"It is reasonable to suppose that within three years, consumption will not only have caught up, but will probably again exceed production, in which case, of course, very much higher prices and very depleted stocks would again be seen. In the meantime, the group is buying at the rate of about 1,000 tons per week, and have been doing so for several weeks past, but they are making no attempt to raise the price, and are merely absorbing tin when it is offered, and thus preventing prices falling further at the moment."

"Unless the negotiations referred to above completely fizzle out, we do not think prices will go lower than they are at present, and even if the negotiations did fail, any fall would, in our opinion, be only quite temporary."

HONG KONG WEATHER.

LAST YEAR'S ABNORMAL CONDITIONS.

The report of the Director of the Royal Observatory for the year 1928 includes the following references to matters of general interest:—

Meteorological Observations.

Automatic records of the temperature of the air and evaporation were obtained with a Richard dry and wet bulb thermometer, and of the direction and velocity of the wind with a Beckley and a Dines-Baxendell anemograph, modified as described in the report for 1912. The amount of rain is recorded automatically by a Nakamura pluviograph and the amount of sunshine by two Campbell-Stokes universal sunshine recorders. Eye observations of barometric pressure, temperature of the air and of evaporation and the amount of cloud are made at each hour of Hong Kong Standard time. The character and direction of the motion of the clouds are observed every three hours. Daily readings are taken of self-registering maximum and minimum thermometers.

PRINCIPAL FEATURES OF THE WEATHER IN 1928.

The principal features of the weather in 1928 were:—

- (a) Absence of typhoons.
- (b) Serious shortage of rain from the middle of July to the end of the year.
- (c) Temperature above normal in January, July and December.

Barometric pressure was below normal in every month except in February and October, when it was considerably above. The mean pressure for the year at station level (100 feet above sea level) was 29.928 ins., as against 29.930 ins. in 1927, and 29.942 for the past 45 years. The highest pressure was 30.512 ins. on February 19 as against 30.508 ins. in 1927 and 30.509 ins. for the past 45 years. The lowest pressure was 29.327 ins. on July 14 as against 29.327 ins. in 1927 and 29.350 ins. for the past 45 years.

The temperature of the air was moderately above normal in January and July and considerably above in December. It was moderately below in June and October. The mean of the daily maximum temperatures in July was 85.5°, the highest on record, except in 1889 when it was 86.7°. The mean temperature for the month, 83.5°, was also the highest on record, except in 1889 when it was 83.6°. The mean of the daily minimum temperatures, 79.9°, was the same as the previous highest on record, which also occurred in 1889.

The mean temperature for the year was 73.4° as against 71.4° in 1927 and 71.8° for the past 45 years. The highest temperature was 92.0° on July 30 as against 93.1° in 1927 and 97.0° for the past 45 years. The lowest temperature was 45.0° on February 1, as against 45.9° in 1927 and 32.0° for the past 45 years.

Last Year's Rainfall.

The rainfall was considerably above normal in May, very considerably below in July, and considerably below in September. From October 19 to the end of the year only 0.860 inch fell; 0.585 inch of which fell on November 13-14. The total for the year was 71.555 ins. as against 107.865 ins. in 1927 and 85.726 ins. for the past 45 years. The greatest fall in one civil day was 4.100 ins. on May 29 as against 7.253 ins. in 1927. The greatest fall in one hour was 1.700 inch between 12h. and 13h. on June 1, as against 2.100 in. in 1927.

The wind velocity was normal in March and slightly above normal in December. In all other months it was below normal, considerably so in February, May, July, October and November. The mean velocity for the year was 11.2 m.p.h. as against 11.7 m.p.h. in 1927 and 12.5 m.p.h. for the past 45 years. The maximum velocity for one hour, as recorded by the Beckley anemograph, was 59 m.p.h. at 1h. on July 15, as against 83 miles in 1927 and 108 miles for the past 45 years. The maximum gust velocity, as recorded by the Dines-Baxendell anemograph, was at the rate of 78 m.p.h. at 2h. 30m. on July 14 as against 116 m.p.h. in 1927 and 130 m.p.h. for the past 19 years.

The relative humidity was considerably above normal in January and moderately above in February, March and December. The mean relative humidity for the year was 79 per cent. as against 73 per cent. in 1927 and 77 per cent. for the past 45 years. It frequently exceeded 95 per cent. and the lowest for the year was 25 per cent. on November 21 as against 24 per cent. and 4 per cent. for the past 45 years.

In the following table the monthly rainfall for the year 1928 at the Observatory is compared with the fall at the Botanical Gardens:—

Month.	Observatory Gardens (Kowloon). (H.K.). inches.	Botanical Gardens (H.K.). inches.
January	1.880	2.17
February	3.570	3.87
March	5.155	6.37
April	4.105	6.68
May	18.410	19.13
June	15.130	13.64
July	4.780	3.37
August	12.910	17.68
September	3.915	6.24
October	0.915	0.84
November	0.015	0.02
December	0.090	0.02
Total	71.555	80.80

TYPHOONS.—The tracks of 21 typhoons and 10 of the principal depressions in the Far East in 1928 are given in the monthly Meteorological Bulletin for December.

No typhoon passed near Hong Kong in 1928, the greatest wind (gust) velocity during the year being at the rate of 78 m.p.h. from E by N at 2h. 30m. on July 14, when a typhoon, which had been approaching Hong Kong, curved to westward and passed about 100 miles South of the Observatory.

Weather Telegrams, Forecasts and Storm Warnings.

Hong Kong Storm Warnings are broadcast by V.P.S. on a 600 metre spark on receipt, and at 18 minutes past every hour until 1600 G.M.T.

G.O.W. normally broadcasts these warnings on 300 metre telephony immediately following the 0648 and 1148 weather reports, but when Hong Kong local typhoon signals are displayed they are broadcast by telephony on receipt, and at 45 minutes past every hour until the signals are lowered.

Shanghai and Manila Warnings are broadcast by V.P.S. on a 600 metre spark on receipt, and repeated after an interval of 10 minutes. They are similarly broadcast by G.O.W. on 300 metre telephony when the Hong Kong local typhoon signals are displayed.

DAILY WEATHER TELEGRAMS.—In addition to the ordinary 6h. and 14h. observations, which the Cable Companies transmit free of charge, the 11h. and 17h. observations were received at half rates by the following stations:—Shanghai, Gutzlaff, Amoy and Macao. Since August 15 the 2300 and 0500 G.M.T. observations from Fort Bayard, Phu-Lien, Tourane, Cape Paraden and Cape St. James, and the 0900 and 0600 G.M.T. observations from the above, and about 19 other stations in Indo-China, have been received from Phu-Lien on short wave.

This service is very valuable and ensures the early receipt of the observations, and at regular hours, namely:—at 0115, 0400, 0630 and 1015 G.M.T. It also saves the expense of obtaining the 0300 and 0600 G.M.T. observations by cable.

Other valuable services are the 2200 G.M.T. observations on short wave from Yangtze Ports, and several stations in N.E. China sent personally by Mr. Gherzi, S. J., of the Zikawei Observatory, and the 2100 G.M.T. observations from Pelaw, Yap, Saipan and Ponape, sent on 1050 metres from the Pelaw Observatory at 0200 G.M.T.

Since September 29 the 0600- and 2300 G.M.T. observations from Hoihow have been received by wireless telephony occasionally.

The Meteorological Authorities at Pratas continue to send, with commendable regularity and promptitude, their 6h., 11h., 14h., and 17h. observations and the 6h. observations from some Philippine stations. They also send hourly observations during the passage of a typhoon.

More Information Needed.

Though the number of observations received for constructing the daily weather maps has increased of late years, owing to the advent of wireless telephony, far more observations are still required before even approximately accurate maps can be drawn, showing kinks in the isobars, lines of discontinuity, cold front, warm fronts, etc. At present the observations of temperature are so few that no attempt is made to draw isotherms on the weather maps.

Proposals for the establishment of additional wireless meteorological reporting stations are to be submitted to the Pan-Pacific Conference which will take place in Batavia next May, and to the Conference of British meteorologists, which is to take place in London next August.

Monsieur Jean Coffin, of the French Meteorological Service, while on a tour of the Far East in connection with an improved service of wireless meteorological broadcast, visited the Observatory on January 31 and March 3. He informed the Observatory that the Tokyo Observatory proposed to send the 6 a.m. observations from 30 stations in the Japanese Empire daily to the Naha Wireless Station, which would broadcast them on short wave, using the Hong Kong 6-letter telegraphic Code. He also stated that observations might be expected from a high power station in Hankow at an early date; no details of the above schemes are to hand.

Results of Weather Forecasts.

The results of comparison of the daily weather forecasts with the weather subsequently experienced are given below, together with the results of the previous five years:—

	Complete Success.	Partial Success.	Partial Failure.	Total Failure.
1923	66	30	3	0
1924	71	24	3	0
1925	62	34	4	0
1926	72	28	2	0
1927	70	28	4	0
1928	63	31	3	0

The forecast comprises wind direction, wind force, and weather.

Complete success means correct in three elements. Partial success means correct in only two elements.

Partial failure means correct in only one element. Total failure means correct in no element.

Telephonic Typhoon Warnings.

Arrangements were made early in the year 1927 for the more rapid dissemination of typhoon warnings by telephone. The Observatory now warns six stations, three of which are distributing stations. Of these one warns seven stations, three of which are distributing stations. Of the latter, one warns 11 stations, two of which are distributing stations. In all 88 stations or officials are warned. This service requires specially qualified operators at the Exchanges, who come on duty when the red signal is hoisted.

Meteorological Observations from Ships, Treaty Ports, &c.

In addition to meteorological registers kept at about 40 stations in China, meteorological logs were received from 180 ships operating in the Far East. These logs, representing 9,425 days' observations have been utilised for amplifying the weather maps and verifying typhoon tracks. The corresponding figures for the year 1927 were 168 and 7,221.

Time Service.

TIME BALL.—The time ball on Kowloon Signal Hill is dropped at 10h. and 14h. daily, except on Saturdays when it is dropped at 10h. and 12h. and on Sundays and holidays when it is dropped at 10h. only (120th Meridian Time). The ball is hoisted half mast at the 57th minute and full mast at the 58th minute. If the ball fails to drop at the correct time it is lowered at 5 minutes past the hour, and the ordinary routine repeated at the following hour, if possible. The time ball was dropped 385 times without failure. From April 29 to October 11 the apparatus was not in use, owing to alterations to the tower.

The time-ball tower on Kowloon Signal Hill was raised 20 feet between April 29 and October 10. The ball is now visible from the bridge of all steamers in harbour, except those in wharves Nos. 2 and 5 immediately to the west of the Godowns of the Hong Kong and Kowloon Godown Company.

The error of the time ball due to accumulated error of the standard clock never exceeded 0.3 throughout the year.

TIME SIGNALS BY RADIO TELEGRAPHY.—In addition to the time signals given by the time ball, and on the radio mast, signals are broadcast at 10h. and 51h. by radio-telegraph, via Cape D'Aguilar. 311 observations of the rhythmic radio time signals emitted by Nauen at 8h. a.m. Hong Kong Standard Time, have been made during the year and 80 observations of a similar signal emitted by Bordeaux at 4 p.m. Hong Kong Standard Time.

The observations have been utilised for clock regulation during cloudy weather and have been tabulated for longitude determination. This cannot be completed until the errors of the time signals are received.

Miscellaneous.

SEISMOGRAPH.—No alterations were made to the seismograph during the year. New needle points were fitted as required. As against 302 in 1927, 183 earthquakes were recorded during the year 1928, one of which was felt at Hong Kong; at 10.58.30 p.m. on January 29. During a severe earthquake which occurred about 2,500 kms. from Hong Kong, in the early morning of March 10, the seismograph showed an amplitude in N-S. direction of 68 mm., and in an E-W direction 78 mm.

The seismographs have been forwarded to the President of the International Seismological Committee, Oxford, to be dealt with.

UPPER AIR RESEARCH.—Sixty-four balloon ascents were made during the year. 69 temperature flights were made in aeroplanes by officers of the R.A.F., Kai Tak, and two by officers of H.M.S. Hermes. On July 23 Flying Officer F. M. V. May reached a height of 19,000 feet in 100 minutes; the temperature at this height being 25.7° F.

The results of the Pilot balloon observations have been forwarded to the Secretary of the International Commission for the exploration of the upper air.

The results of the temperature flights have been tabulated and plotted. They show a mean lapse rate of 2.78° F. per thousand feet, up to 15,000 feet, in the Spring and 3.700° F. in the Summer. In the Autumn and Winter the observations are not sufficiently numerous to admit the calculation of even approximate mean values. The lapse rate of relative humidity is extremely variable in all seasons of the year. During the passage of a typhoon cloud an increase of humidity will naturally be recorded, but even on clear days there appears to be no definite lapse rate, the humidity curves for individual flights being very irregular. On August 22, though cumulus clouds were prevalent up to 9,000 feet, the humidity fell from 84 per cent. at 7,000 feet to 33 per cent. at 14,000 feet. On several occasions a dry layer was found from 10,000 to 13,000 feet, between wet layers.

ACKNOWLEDGMENTS.—Acknowledgments are here made to the Naval Authorities for their co-operation in securing daily observations from H.M. ships and upper air temperatures by means of sea planes; to the Directors of Weather Services in the Far East, and the Chinese manner in which they have carried out their respective duties.



TO OPEN
Remove cap and pull upwards

TO CLOSE
Push cap and pull downwards

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Sole Agents:—**GANDE, PRICE & CO., LTD.**
TEL. C. 135. HONG KONG.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

JUNE 25, 1929.

H.K. Banks	\$1.240 nom.
Do.	\$1.241 nom.
Chartered Banks	\$1.194 buy.
Mercantile Banks, A.	\$1.235 nom.
Do.	\$1.215 nom.
P. & O. Banks	\$1.291 nom.
East Asia Banks	\$1.291 nom.
Canton Insurance	\$840 sel.
Union Insurance	\$324 sel. & sa.
North China Ins.	\$1.160 buy.
Yangtze Insurance	\$1.359 nom.
China Underwriters	\$1.359 nom.
China Life Insurance	\$300 buy.
H.K. Fire Ins.	\$775 nom.
Donghai	\$374 nom.
H.K. Steamships	\$354 sel.
H.K. Tugs	\$320 sel.
Indo-China (Frei.)	\$45 buy.
Do. (Def.)	\$70 nom.
Shell Transport	\$100 nom.
Union Waterboats	\$32 nom.
Banque Indochine	\$35 nom.
Kailan Mining & A.	\$65 nom.
Langkai (combined)	\$14 sel.
Do. (single)	\$7 sel.
S'hai Explorations	\$14 sel.
Shanghai Loans	\$4 sel.
Rails	\$63 buy.
Trunk Lines	\$21 buy.
H.K. & K. Wharves	\$154 buy.
H.K. & W. Dock	\$135 nom.
China Prudential	\$330 buy.
Hongkong	\$1.188 nom.
New Engineering	\$6 buy.
Shanghai Docks	\$1.134 buy.
Ewo Cottons	\$1.13 sel.
Oriental Cottons	\$1.24 buy.
S'hai Cottons (old)	\$1.714 buy.
Do. (new)	\$1.334 buy.
H.K. & S. Hotels	\$345 buy. & sa.
H.K. Lands	\$32 sel.
Shanghai Lands	\$147 buy.
Humphreys Estates	\$134 buy.
H.K. Realities	\$74 buy.
H.K. Tramways	\$18.00 buy. & sa. 15 sel.
Peak Tram (old)	\$11.80 nom.
Do. (new)	\$405 nom.
Star Ferries	\$13.60 buy. & sa.
China Lights	\$13 sel.
Do. Ex Rights	\$12.50 sel.
Do. Rights	\$7.90 nom.
H.K. Electric	\$54 buy.
Macro Electric	\$284 nom.
Sandakan Lights	\$24 sel.
Telephones	\$7 buy.
China Bases	\$1.144 buy.
Singapore Tractors	\$11 nom.
Do. (Frei.)	\$11 nom.
China Sugars	\$80 cta. buy.
Malacca Sugars	\$27 nom.
Canton Ice	\$2 buy.
Cementa (combined)	\$8 to buy. & sa.
Do. (old)	\$7 sel.
Do. (new)	\$1.40 nom.
H.K. Ropes	\$7 sel.
United Asbestos	\$15 buy.
Dairy Farms	\$19 nom.
Watsons	\$13 nom.
Der A. Wings	\$50 cta. buy.
Lane Crawfords	\$12 sel.
MacKintosh	\$11 buy.
Sinceres	\$12 buy.
Wm. Powells	\$3 sel.
H.K. Amusements	\$294 nom.
H.K. Constructions	\$13 sel.
H.K. Indus. & Bldg.	\$72 nom.
H.K. Govt. Loans	75 prem. buy.
buy.—buyers; sel.—sellers; sa.—sales; nom.—nominal	

Maritime Customs Authorities, for daily observations by cable and radio-telegraphy, and extra observations during typhoon weather, to the Telegraph Companies for transmitting the majority of the observations free of charge, to the Commanders of vessels who have furnished meteorological observations by post and by radio-telegraphy, to the Directors of the various Observatories and Institutions, and private persons, who have presented their publications to the Library, and to the Observatory staff for the efficient manner in which they have carried out their respective duties.

BALLANTINE'S

in use for almost 100 years.

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.

Pres. Harrison, Dollar, June 30.
Pres. Johnson, Dollar, July 14.

AMOI.

Ichang, B. & S., June 27.
Tilawa, B.I., June 27.
Haining, Douglas, June 28.
Hosang, Jardine's, June 28.
Tjikini, J.C.J.L., June 28.
Anking, B. & S., June 30.
Shantung, B. & S., July 2.
Sirdhana, P. & O., July 3.
Tjikarang, J.C.J.L., July 4.
Kwangtung, B. & S., July 7.
Kutang, Jardine's, July 9.
Talamba, B.I., July 10.
Tjimanok, J.C.J.L., July 12.
Tjisara, J.C.J.L., July 14.
Namsang, Jardine's, July 15.

ANTWERP.

Kashima Maru, N.Y.K., June 29.
Siam, Manners, June 30.
Hakone Maru, N.Y.K., July 13.

AUSTRALIAN PORTS.

Tango Maru, N.Y.K., June 24.
St. Albans, E. & A., July 3.
Chronos, Dodwell's, July 15.
Taiping, B. & S., July 18.
Aki Maru, N.Y.K., July 24.

BALTIC PORTS.

Trier, Melchers, June 29.
Siam, Manners, June 30.
Lahn, Melchers, July 17.

BALTIKORE.

Machao, B.F., July 3.
City of Mandalay, Bank, July 15.

BANGKOK.

Hirundo, Thoreson's, June 30.
Kwangtung, B. & S., June 30.
Hiram, Thoreson's, July 7.
Kaying, B. & S., July 7.

BELAWAN DELL.

Trier, Melchers, June 29.
Cremor, J.C.J.L., July 4.
Lahn, Melchers, July 17.

BOMBAY.

Tattori Maru, N.Y.K., June 27.
Mirzapore, P. & O., July 9.
Awa Maru, N.Y.K., July 11.
Alipore, P. & O., July 19.

BOSTON.

Pres. Harrison, Dollar, June 30.
British Prince, Furness, July 4.
Tatsuno Maru, N.Y.K., July 4.
Machao, B.F., July 8.
Mcaster Castle, Dwell's, July 10.
Pres. Johnson, Dollar, July 14.
City of Mandalay, Bank, July 15.
Atago Maru, N.Y.K., July 18.
Japanese Prince, Furness, July 18.
Kuma Maru, N.Y.K., July 24.

BREMEN.

Trier, Melchers, June 29.
Lahn, Melchers, July 17.

BRINDISI.

Venezia, Dodwell's, June 30.
Nippon, Dodwell's, July 13.

CALCUTTA.

Gurna, B.I., June 27.
Yamagata Maru, N.Y.K., June 29.
Santhia, B.I., July 4.
Genoa Maru, N.Y.K., July 8.
Kumang, Jardine's, July 9.
Tilawa, B.I., July 24.

CEBU.

Michigan, States S.S., July 2.
Golden Peak, S.S.S., July 3.
New York, S.S.S., July 19.

CHEFOO.

Kueichow, B. & S., July 11.

COLOMBO.

Tattori Maru, N.Y.K., June 27.
Trier, Melchers, June 29.
Kashima Maru, N.Y.K., June 29.
Perim, P. & O., July 9.
Odenburg, J.C.J.L., June 30.
Pres. Harrison, Dollar, June 30.
General Metzinger, M.M., July 2.
Venezia, Dodwell's, July 3.
Kashgar, P. & O., July 9.
Mirzapore, P. & O., July 9.
Awa Maru, N.Y.K., July 11.
Hakone Maru, N.Y.K., July 13.
Nippon, Dodwell's, July 13.
Saarlund, J.C.J.L., July 13.
Pres. Johnson, Dollar, July 14.
Andre Lebon, M.M., July 16.
Lahn, Melchers, July 17.
Alipore, P. & O., July 19.
Khiva, P. & O., July 20.
Glenahane, Jardine's, July 24.

COPENHAGEN.

Siam, Manners, June 30.
Canton, Gilman's, July 3.

DALNY.

Liangchow, B. & S., June 30.
Derfing, Melchers, July 2.
Isar, Melchers, July 13.

DUTCH PORTS.

Trier, Melchers, June 29.
Kashima Maru, N.Y.K., June 29.
Odenburg, J.C.J.L., June 30.
Siam, Manners, June 30.
City of Cambridge, Bank, July 9.
Sarpedon, B.F., July 10.
Hakone Maru, N.Y.K., July 13.
Saarlund, J.C.J.L., July 13.
Chronos, Dodwell's, July 15.
Taiping, B. & S., July 18.
Tjikini, J.C.J.L., July 16.
Lahn, Melchers, July 17.
Pres. Johnson, Dollar, July 14.
Emp. of France, C.P.S., July 22.
Aki Maru, N.Y.K., July 20.

HAINING.

Haining, Douglas, June 28.
Haining, Douglas, July 2.

GENOA.

Trier, Melchers, June 29.
Odenburg, J.C.J.L., June 30.
Pres. Harrison, Dollar, June 30.
Saarlund, J.C.J.L., July 13.
Pres. Johnson, Dollar, July 14.
Lahn, Melchers, July 17.
Autolyus, B.F., July 20.
Durban Maru, N.Y.K., July 20.

GLASGOW.

Sarpedon, B.F., July 10.
Autolyus, B.F., July 20.

GOTHENBURG.

Siam, Manners, June 30.
Canton, Gilman's, July 3.

HAIPHONG AND HOIHOW.

Kueiyang, B. & S., July 3.
Tonkin, M.M., July 4.

HAMBURG.

Trier, Melchers, June 29.
Kashima Maru, N.Y.K., June 29.
Odenburg, J.C.J.L., June 30.
Siam, Manners, June 30.
Canton, Gilman's, July 3.
City of Cambridge, Bank, July 9.
Saarlund, J.C.J.L., July 13.
Lahn, Melchers, July 17.
Idomenus, B.F., July 20.
Glenahane, Jardine's, July 24.

HAVRE.

Siam, Manners, June 30.
Autolyus, B.F., July 20.

HONOLULU.

Pres. Pierce, Dollar, July 2.
Eclipse, States S.S., July 7.
Anyo Maru, N.Y.K., July 7.
Shinyo Maru, N.Y.K., July 10.
Pres. Taft, Dollar, July 10.
Siberia Maru, N.Y.K., July 24.

ILOILO.

Michigan, States S.S., July 2.
Golden Peak, S.S.S., July 3.
New York, S.S.S., July 19.

JAPAN PORTS.

Emp. of Russia, C.P.S., June 28.
Tilawa, B.I., June 27.
Hosang, Jardine's, June 28.
Nagara, States S.S., July 7.
Malacca Maru, N.Y.K., June 30.
Tamba Maru, N.Y.K., June 30.
Yokohama Maru, N.Y.K., July 1.
Derfing, Melchers, July 2.
Porthos, M.M., July 2.
Pres. Pierce, Dollar, July 2.
Sirdhana, P. & O., July 3.
Adrastus, B.F., July 3.
Tatsuno Maru, N.Y.K., July 4.
Khyber, P. & O., July 5.
Nagano Maru, N.Y.K., July 5.
Hakozaki Maru, N.Y.K., July 8.
Phemius, B.F., July 8.
Anyo Maru, N.Y.K., July 9.
Himalaya, Dwell's, July 9.
Kutang, Jardine's, July 9.
Pres. Jackson, A.M.L., July 9.
Aldington Court, Jar., July 10.
Emp. of Asia, C.P.S., July 10.
Mito Maru, N.Y.K., July 10.
Shinyo Maru, N.Y.K., July 10.
Talamba, B.I., July 10.
Tatthysius, B.F., July 11.
Tirpitz, J.C.J.L., July 11.
Philoctetes, B.F., July 12.
Chenonceaux, M.M., July 18.
Pres. Taft, Dollar, July 18.
Orestes, B.F., July 17.
Atago Maru, N.Y.K., July 18.
Vimala, Dodwell's, July 18.
Kidders, P. & O., July 19.
Malwa, P. & O., July 19.
Tatthysius, B.F., July 19.
Tilawa, B.I., July 24.

KEELING.

Trier, Melchers, June 29.
Lahn, Melchers, July 17.

KUEICHOW.

Venezia, Dodwell's, June 30.
Nippon, Dodwell's, July 13.

KUEICHOW.

Gurna, B.I., June 27.
Yamagata Maru, N.Y.K., June 29.
Santhia, B.I., July 4.
Genoa Maru, N.Y.K., July 8.
Kumang, Jardine's, July 9.
Tilawa, B.I., July 24.

KUEICHOW.

Michigan, States S.S., July 2.
Golden Peak, S.S.S., July 3.
New York, S.S.S., July 19.

KUEICHOW.

Kueichow, B. & S., July 11.

KUEICHOW.

Tattori Maru, N.Y.K., June 27.
Trier, Melchers, June 29.
Kashima Maru, N.Y.K., June 29.
Perim, P. & O., July 9.
Odenburg, J.C.J.L., June 30.
Pres. Harrison, Dollar, June 30.
General Metzinger, M.M., July 2.
Venezia, Dodwell's, July 3.
Kashgar, P. & O., July 9.
Mirzapore, P. & O., July 9.
Awa Maru, N.Y.K., July 11.
Hakone Maru, N.Y.K., July 13.
Nippon, Dodwell's, July 13.
Saarlund, J.C.J.L., July 13.
Pres. Johnson, Dollar, July 14.
Andre Lebon, M.M., July 16.
Lahn, Melchers, July 17.
Alipore, P. & O., July 19.
Khiva, P. & O., July 20.
Glenahane, Jardine's, July 24.

KUEICHOW.

Michigan, States S.S., July 2.
Golden Peak, S.S.S., July 3.
New York, S.S.S., July 19.

KUEICHOW.

Kueichow, B. & S., July 11.

KUEICHOW.

Tattori Maru, N.Y.K., June 27.
Trier, Melchers, June 29.
Kashima Maru, N.Y.K., June 29.
Perim, P. & O., July 9.
Odenburg, J.C.J.L., June 30.
Pres. Harrison, Dollar, June 30.
General Metzinger, M.M., July 2.
Venezia, Dodwell's, July 3.
Kashgar, P. & O., July 9.
Mirzapore, P. & O., July 9.
Awa Maru, N.Y.K., July 11.
Hakone Maru, N.Y.K., July 13.
Nippon, Dodwell's, July 13.
Saarlund, J.C.J.L., July 13.
Pres. Johnson, Dollar, July 14.
Andre Lebon, M.M., July 16.
Lahn, Melchers, July 17.
Alipore, P. & O., July 19.
Khiva, P. & O., July 20.
Glenahane, Jardine's, July 24.

KUEICHOW.

Michigan, States S.S., July 2.
Golden Peak, S.S.S., July 3.
New York, S.S.S., July 19.

KUEICHOW.

Kueichow, B. & S., July 11.

KUEICHOW.

Tattori Maru, N.Y.K., June 27.
Trier, Melchers, June 29.
Kashima Maru, N.Y.K., June 29.
Perim, P. & O., July 9.
Odenburg, J.C.J.L., June 30.
Pres. Harrison, Dollar, June 30.
General Metzinger, M.M., July 2.
Venezia, Dodwell's, July 3.
Kashgar, P. & O., July 9.
Mirzapore, P. & O., July 9.
Awa Maru, N.Y.K., July 11.
Hakone Maru, N.Y.K., July 13.
Nippon, Dodwell's, July 13.
Saarlund, J.C.J.L., July 13.
Pres. Johnson, Dollar, July 14.
Andre Lebon, M.M., July 16.
Lahn, Melchers, July 17.
Alipore, P. & O., July 19.
Khiva, P. & O., July 20.
Glenahane, Jardine's, July 24.

KUEICHOW.

Michigan, States S.S., July 2.
Golden Peak, S.S.S., July 3.
New York, S.S.S., July 19.

KUEICHOW.

Kueichow, B. & S., July 11.

KUEICHOW.

Tattori Maru, N.Y.K., June 27.
Trier, Melchers, June 29.
Kashima Maru, N.Y.K., June 29.
Perim, P. & O., July 9.
Odenburg, J.C.J.L., June 30.
Pres. Harrison, Dollar, June 30.
General Metzinger, M.M., July 2.
Venezia, Dodwell's, July 3.
Kashgar, P. & O., July 9.
Mirzapore, P. & O., July 9.
Awa Maru, N.Y.K., July 11.
Hakone Maru, N.Y.K., July 13.
Nippon, Dodwell's, July 13.
Saarlund, J.C.J.L., July 13.
Pres. Johnson, Dollar, July 14.
Andre Lebon, M.M., July 16.
Lahn, Melchers, July 17.
Alipore, P. & O., July 19.
Khiva, P. & O., July 20.
Glenahane, Jardine's, July 24.

MARSEILLES.

Kashima Maru, N.Y.K., June 29.
Perim, P. & O., June 29.
Pres. Harrison, Dollar, June 30.
General Metzinger, M.M., July 2.
Kashgar, P. & O., July 9.
Sarpedon, B.F., July 10.
Hakone Maru, N.Y.K., July 13.
Saarlund, J.C.J.L., July 13.
Pres. Johnson, Dollar, July 14.
Andre Lebon, M.M., July 16.
Lahn, Melchers, July 17.
Durban Maru, N.Y.K., July 20.
Khiva, P. & O., July 20.

NAPLES.

Pres. Harrison, Dollar, June 30.
Pres. Johnson, Dollar, July 14.

NEWORWANG.

Nanchang, B. & S., June 29.
Liangchow, B. & S., June 30.

NEW YORK, BOSTON, etc.

Pres. Harrison, Dollar, June 30.
British Prince, Furness, July 4.
Tatsuno Maru, N.Y.K., July 4.
Machao, B.F., July 8.
Mcaster Castle, Dwell's, July 10.
Pres. Johnson, Dollar, July 14.
City of Mandalay, Bank, July 15.
Atago Maru, N.Y.K., July 18.
Japanese Prince, Furness, July 18.
Kuma Maru, N.Y.K., July 24.

NORTH CHINA.

Patroclus, B.F., June 30.
Derfing, Melchers, July 2.
Adrastus, B.F., July 3.
Tirpitz, J.C.J.L., July 11.
Isar, Melchers, July 13.

ORAN.

Trier, Melchers, June 29.
Lahn, Melchers, July 17.

OSLO.

Canton, Gilman's, July 3.

PANAMA.

Tatsuno Maru, N.Y.K., July 4.
Eclipse, States S.S., July 7.
Anyo Maru, N.Y.K., July 7.
Atago Maru, N.Y.K., July 18.
Kuma Maru, N.Y.K., July 24.

PENANG.

Gurna, B.I., June 27.
Tattori Maru, N.Y.K., June 27.
Trier, Melchers, June 29.
Hosang, Jardine's, June 29.
Perim, P. & O., June 29.
Yamagata Maru, N.Y.K., June 29.
Pres. Harrison, Dollar, June 30.
Cremor, J.C.J.L., July 4.
Santhia, B.I., July 4.
Kashgar, P. & O., July 9.
Genoa Maru, N.Y.K., July 9.
Kumang, Jardine's, July 9.
Mirzapore, P. & O., July 9.
Awa Maru, N.Y.K., July 11.
Hakone Maru, N.Y.K., July 13.
Pres. Johnson, Dollar, July 14.
Alipore, P. & O., July 19.
Khiva, P. & O., July 20.
Tilawa, B.I., July 24.

PORTLAND.

Kentucky, S.S.S., June 29.
Washington, S.S.S., July 17.

RABAU.

Brerhaven, Melchers, July 17.

RANGOON.

Yamagata Maru, N.Y.K., June 29.
Genoa Maru, N.Y.K., July 8.

SAIGON.

General Metzinger, M.M., July 2.
Andre Lebon, M.M., July 18.

SANDAKAN.

Hinsang, Jardine's, June 29.
St. Albans, E. & A., July 5.
Mausang, Jardine's, July 10.
Chronos, Dodwell's, July 15.

SAN FRANCISCO.

Kentucky, S.S.S., June 29.
Pres. Pierce, Dollar, July 2.
Golden Sun, States S.S., July 6.
Shinyo Maru, N.Y.K., July 10.
Anyo Maru, N.Y.K., July 9.
Pres. Taft, Dollar, July 16.
Washington, S.S.S., July 17.
Atago Maru, N.Y.K., July 18.
Siberia Maru, N.Y.K., July 24.
Kuma Maru, N.Y.K., July 24.

SCANDINAVIAN PORTS.

Canton, Gilman's, June 30.
Siam, Manners, June 30.

SEATTLE.

Yokohama Maru, N.Y.K., July 1.
Pres. Jackson, A.M.L., July 9.
Tatthysius, B.F., July 11.
Pres. McKinley, A.M.L., July 23.

SHANGHAI.

Emp. to Russia, C.P.S., June 28.
Chakras, Jardine's, June 27.
Chenab, B. & S., June 27.
Ichang, B. & S., June 27.
Hosang, Jardine's, June 28.
Nagara, Gilman's, June 28.
Nanchang, B. & S., June 29.
Tjikini, J.C.J.L., June 29.
Patroclus, B.F., June 30.

SHANGHAI—(Continued).

Kwaisang, Jardine's, June 30.
Liangchow, B. & S., June 30.
Malacca Maru, N.Y.K., June 30.
Sochow, B. & S., June 30.
Tamba Maru, N.Y.K., June 30.
Yokohama Maru, N.Y.K., July 1.
Derfing, Melchers, July 2.
Porthos, M.M., July 2.
Pres. Pierce, Dollar, July 2.
Shantung, B. & S., July 2.
Adrastus, B.F., July 3.
Kwongsang, Jardine's, July 3.
Sirdhana, P. & O., July 3.
Linan, B. & S., July 4.
Tatsuno Maru, N.Y.K., July 4.
Tjikarang, J.C.J.L., July 4.
Nagano Maru, N.Y.K., July 5.
Foehing, Jardine's, July 7.
Hakozaki Maru, N.Y.K., July 8.
Phemius, B.F., July 8.
Himalaya, Dwell's, July 9.
Pres. Jackson, A.M.L., July 9.
Aldington Court, Jar., July 10.
Emp. of Asia, C.P.S., July 10.
Mito Maru, N.Y.K., July 10.
Shinyo Maru, N.Y.K., July 10.
Tirpitz, J.C.J.L., July 11.
Philoctetes, B.F., July 12.
Tjikarang, J.C.J.L., July 12.
Isar, Melchers, July 13.
Tjisara, J.C.J.L., July 14.
Chenonceaux, M.M., July 18.
Pres. Taft, Dollar, July 18.
Orestes, B.F., July 17.
Atago Maru, N.Y.K., July 18.
Vimala, Dodwell's, July 18.
Kidders, P. & O., July 19.
Malwa, P. & O., July 19.
Leverkusen, J.C.J.L., July 23.
Pres. McKinley, A.M.L., July 23.
Glenahane, Jardine's, July 24.
Siberia Maru, N.Y.K., July 24.
Kuma Maru, N.Y.K., July 24.

SINGAPORE.

Gurna, B.I., June 27.
Tattori Maru, N.Y.K., June 27.
Trier, Melchers, June 29.
Hosang, Jardine's, June 29.
Perim, P. & O., June 29.
Yamagata Maru, N.Y.K., June 29.
Pres. Harrison, Dollar, June 30.
Cremor, J.C.J.L., July 4.
Santhia, B.I., July 4.
Kashgar, P. & O., July 9.
Genoa Maru, N.Y.K., July 9.
Kumang, Jardine's, July 9.
Mirzapore, P. & O., July 9.
Awa Maru, N.Y.K., July 11.
Hakone Maru, N.Y.K., July 13.
Saarlund, J.C.J.L., July 13.
Pres. Johnson, Dollar, July 14.
Andre Lebon, M.M., July 16.
Lahn, Melchers, July 17.
Alipore, P. & O., July 19.
Khiva, P. & O., July 20.
Durban Maru, N.Y.K., July 20.
Glenahane, Jardine's, July 24.
Tilawa, B.I., July 24.

SOUTH AFRICAN PORTS.

Kamakura Maru, N.Y.K., July 9.

SOUTH AMERICAN PORTS.

Kamakura Maru, N.Y.K., July 9.

SWATOW.

Chakras, Jardine's, June 27.
Chenab, B. & S., June 27.
Haining, Douglas, June 28.
Haining, Douglas, June 28.
Kwangtung, B. & S., June 30.
Kwangtung, B. & S., June 30.
Kwangtung, B. & S., June 30.
Kwangtung, B. & S., June 30.
Kwangtung, B. & S., June 30.
Kwangtung, B. & S., June 30.

TIENTSIN.

Chipping, Jardine's, June 30.
Derfing, Melchers, July 2.
Kueichow, B. & S., July 11.
Isar, Melchers, July 13.

TRIESTE AND VENICE.

Venezia, Dodwell's, June 30.
Nippon, Dodwell's, July 13.

TSINGTAO.

Chakras, Jardine's, June 27.
Kwaisang, Jardine's, June 27.
Sochow, B. & S., June 30.
Derfing, Melchers, July 2.
Shantung, B. & S., July 2.
Kwongsang, Jardine's, July 3.
Foehing, Jardine's, July 7.
Isar, Melchers, July 13.

VANCOUVER, B.C.

Emp. of Russia, C.P.S., June 28.
Emp. of Asia, C.P.S., July 10.
Tatthysius, B.F., July 11.
Laomedon, due from Singapore Aug. 20.

VICTORIA, B.C.

Emp. of Russia, C.P.S., June 28.
Yokohama Maru, N.Y.K., July 1.
Pres. Jackson, A.M.L., July 9.
Tatthysius, B.F., July 11.
Emp. of Asia, C.P.S., July 10.
Tatthysius, B.F., July 11.
Pres. McKinley, A.M.L., July 23.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & SHANGHAI	"CHENAN"	On 27th June, 11 a.m.
AMOI & SHANGHAI	"ICHANG"	On 27th June, 5 p.m.
SWATOW & SHANGHAI	"NANCHANG"	On 28th June, 3 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 30th June, 10 a.m.
SWATOW & SHANGHAI	"KIANGSU"	On 30th June, Noon
SWATOW & SHANGHAI	"LIANGCHOW"	On 30th June, 3 p.m.
AMOI, SHANGHAI & TIENTSIN	"SHANTUNG"	On 2nd July, 5 p.m.
HONGKONG, SINGAPORE & BANGKOK	"KWEIYANG"	On 3rd July, 10 a.m.
SWATOW & SHANGHAI	"LINAN"	On 4th July, 11 a.m.
AMOI, SWATOW & SINGAPORE	"KWANGTUNG"	On 7th July, 8 a.m.
SWATOW & BANGKOK	"KAYING"	On 7th July, Noon
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 11th July, 11 a.m.

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STEAMSHIP	Days Home	Days to Start
TAIPING	9th July	20th August
CHANGTE	13th August	17th September
TAIPING	17th September	18th October
CHANGTE	11th October	

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S.S. "MACHAON"	via Suez Canal	8th July
S.S. "CITY OF MANILA"	via Suez Canal	15th July
S.S. "ADRASTUS"	via Suez Canal	5th August

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G. METZINGER ... 2nd July	PORTHOS ... 2nd July
ANDRE LEBON ... 16th July	CHENONCEAUX ... 16th July
PORTHOS ... 30th July	ATHOS II ... 30th July
CHENONCEAUX ... 13th Aug.	D'ARTAGNAN ... 13th Aug.
ATHOS II ... 27th Aug.	SPHINX ... 27th Aug.
D'ARTAGNAN ... 10th Sept.	ANGERS ... 10th Sept.
SPHINX ... 24th Sept.	G. METZINGER ... 24th Sept.
ANGERS ... 8th Oct.	ANDRE LEBON ... 8th Oct.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

JUNE 24, 1929.														JUNE 25, 1929.													
STATION	Hour of Observation	Barometer at Sea Level		Thermometer	Hygrometer	Wind		Direction (true)	Force (knots)	Remarks	Hour of Observation	Barometer at Sea Level		Thermometer	Hygrometer	Wind		Direction (true)	Force (knots)	Remarks							
		Inches	Millis.			Inches	Millis.					Direction (true)	Force (knots)			Direction (true)	Force (knots)										
Wladivostok...	12	30.01	762.1	55	...	SSE	2	0	...	6	5	29.97	761.2	54	...	SE	2	1	...	...							
Nemuro	11	...	...	...	...	...	...	...	...	5	...	30.08	764.0	...	...	SE	...	...	...	...							
Hokodate	...	30.04	763.0	...	...	ESE	...	...	...	...	...	30.04	763.0	...	...	N	1	...	...	...							
Tokio	...	30.02	762.5	...	...	NNW	1	...	...	...	...	30.04	763.0	...	...	...	1	0	...	...							
Kochi	...	29.76	756.0	...	...	...	...	...	...	...	...	30.00	762.0	...	...	NE	1	...	...	...							
Nagasaki	...	29.88	759.0	...	...	ENE	1	...	...	...	...	29.92	760.0	...	...	NE	1	...	...	...							
Kagoshima	...	29.88	759.0	...	...	SSW	1	...	...	...	...	29.90	759.5	...	...	NE	1	...	...	...							
Oshima	...	29.82	757.5	...	...	W	1	...	...	...	...	29.84	758.0	...	...	S	1	...	...	...							
Naha	...	29.82	757.5	...	...	S	1	...	...	...	...	29.80	757.0	...	...	SE	1	...	...	...							
Ishigakijima	...	29.76	756.0	...	...	SW	1	...	...	...	...	29.78	756.5	...	...	...	...	...	...	...							
Bonin Island	...	29.90	759.5	...	...	...	...	...	...	...	...	29.94	760.5	...	...	...	...	...	...	...							
Chafco	15	29.76	755.9	88	52	SW	2	b	...	6	...	29.82	759.9	75	68	SW	2	b	...	...							
Shanghai	14	29.81	757.2	77	76	ENE	4	4	...	...	...	29.84	757.8	70	98	NNE	2	...	...	...							
Gutzlaff	...	29.84	757.9	69	95	NE	4	0	...	...	...	29.86	758.4	69	95	NE	1	...	...	...							
Sharp Peak	...	29.71	754.6	81	74	SE	2	2	...	...	...	29.76	755.9	76	91	S	1	...	...	...							
Amoy	...	29.71	754.6	82	83	SSE	4	b	...	6	...	29.70	754.4	75	92	S	1	...	...	...							
Swatow	...	29.74	755.4	78	81	NNE	1	0	...	...	...	29.75	755.6	78	91	SSE	1	...	...	...							
Taihou	11	29.79	756.6	76	89	...	0	0	...	...	...	29.78	756.8	73	96	...	0	...	...	...							
Taihu	...	29.82	757.5	72	...	E	2	0	...	...	...	29.82	757.5	72	...	RSE	0	...	...	...							
Tainan	...	29.79	756.6	77	...	...	0	0	...	...	...	29.78	756.8	75	...	...	0	...	...	...							
Koshun	...	29.78	756.3	77	...	NW	2	0	...	...	...	29.76	756.0	79	...	SSW	0	...	...	...							
Pescadore	...	29.76	756.0	75	...	NN	4	r	...	...	...	29.76	756.0	79	...	...	0	...	...	...							
Hong Kong	14	29.71	754.6	82	74	S	3	0	...	6	...	29.73	755.1	77	...	SE	4	...	...	...							
Gap Rock	...	29.70	754.4	...	...	WSW	4	0	...	...	...	29.70	754.4	...	...	N	2	...	...	...							
Macao	...	29.66	753.8	84	81	SW	2	0	...	...	...	29.69	754.2	73	98	N	2	...	...	...							
Hoihow	...	29.67	753.5	87	79	SW	...	...	...	...	...	29.75	755.6	81	87	SE	2	...	...	...							
Pratas Island	...	29.75	755.5	87	74	WSW	2	0	...	...	...	29.67	753.6	82	...	SSW	4	...	...	...							
Philippines	15	29.53	750.1	86	71	S	4	0	...	7	...	29.61	752.1	77	98	W	2	...	...	...							
Tourane	...	29.66	753.8	90	...	ESE	2	0	...	...	...	29.74	755.4	77	...	WSW	2	...	...	...							
Cape St. James	...	29.76	756.0	86	...	SSW	2	0	...	...	...	29.74	755.4	77	...	...	2	...	...	...							
Basco	14	29.74	755.4	90	57	SW	2	0	...	6	...	29.76	756.0	79	91	S	0	...	...	...							
Aparri	...	29.71	754.5	87	47	SW	4	0	...	...	...	29.76	756.0	77	91	S	2	...	...	...							
Tuguegarao	...	29.72	754.8	97	42	SW	1	0	of	...	...	29.74	755.4	75	85	SE	1	...	...	...							
Vigan	...	29.73	755.1	90	66	WNW	2	0	...	...	...	29.75	755.7	77	91	...	0	...	...	...							
Manila	...	29.72	754.8	90	59	WSW	4	0	...	...	...	29.75	755.4	79	90	N	0	...	...	...							
Legaspi	...	29.72	754.8	93	67	NE	2	0	...	...	...	29.75	755.7	75	94	N	2	...	...	...							
Calbayog	...	29.72	754.8	90	69	SSE	2	0	...	...	...	29.75	755.7	77	95	NW	2	...	...	...							
Tacloban	...	29.74	755.4	86	68	SE	4	0	...	...	...	29.78	756.3	77	94	NW	2	...	...	...							
Bohol	...	29.71	754.5	90	69	E	4	0	...	...	...	29.73	755.1	79	91	NE	2	...	...	...							
Cebu	...	29.72	754.8	90	55	NE	4	0	...	...	...	29.74	755.4	75	94	...	0	...	...	...							
Surigao	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...							
Saipan	...	...	...	...	...	N	1	0	...	4.22	...	...	...	...	...	...	...	...	...	...							
Guam	12.22	29.72	754.8	...	...	ESE	2	0	...	5	...	29.76	755.7	...	...	...	...	...	...	...							
Yap	11.00	29.74	755.4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...							
Pelew	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...							
Ponape	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...							
Labuan	14	29.63	757.7	84	83	SW	2	0	...	6	...	29.83	757.7	78	91	SW	2	...	...	...							

June 25d, 11h. 10m.—A weak anticyclone covers Japan, and a depression is situated over Tongking. There are no returns from Guam.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 1.05 inch. Total since January 1, 1929 inches, against an average of 38.23 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON THE 26th.

- 1.—Formosa Channel.
- 2.—South coast of China between Hong Kong and Lamocks.
- 3.—Hong Kong to Cape Rock.
- 4.—South coast of China between Hong Kong and Hainan.

C. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 25.	Previous On Date On Date	
	Day at 4 p.m.	at 4 p.m.
Barometer	29.69	29.78
Temperature	82	78
Humidity	78	88
Wind	8	E
Direction	8	E
Force	OR	ORLT
Weather	0.5	0.00
Rain	0.5	0.00
Highest open-air Temperature	24.84	
Lowest open-air Temperature	25.75	

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

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AFTER YOU GO AWAY

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HONG KONG TIDE TABLE.

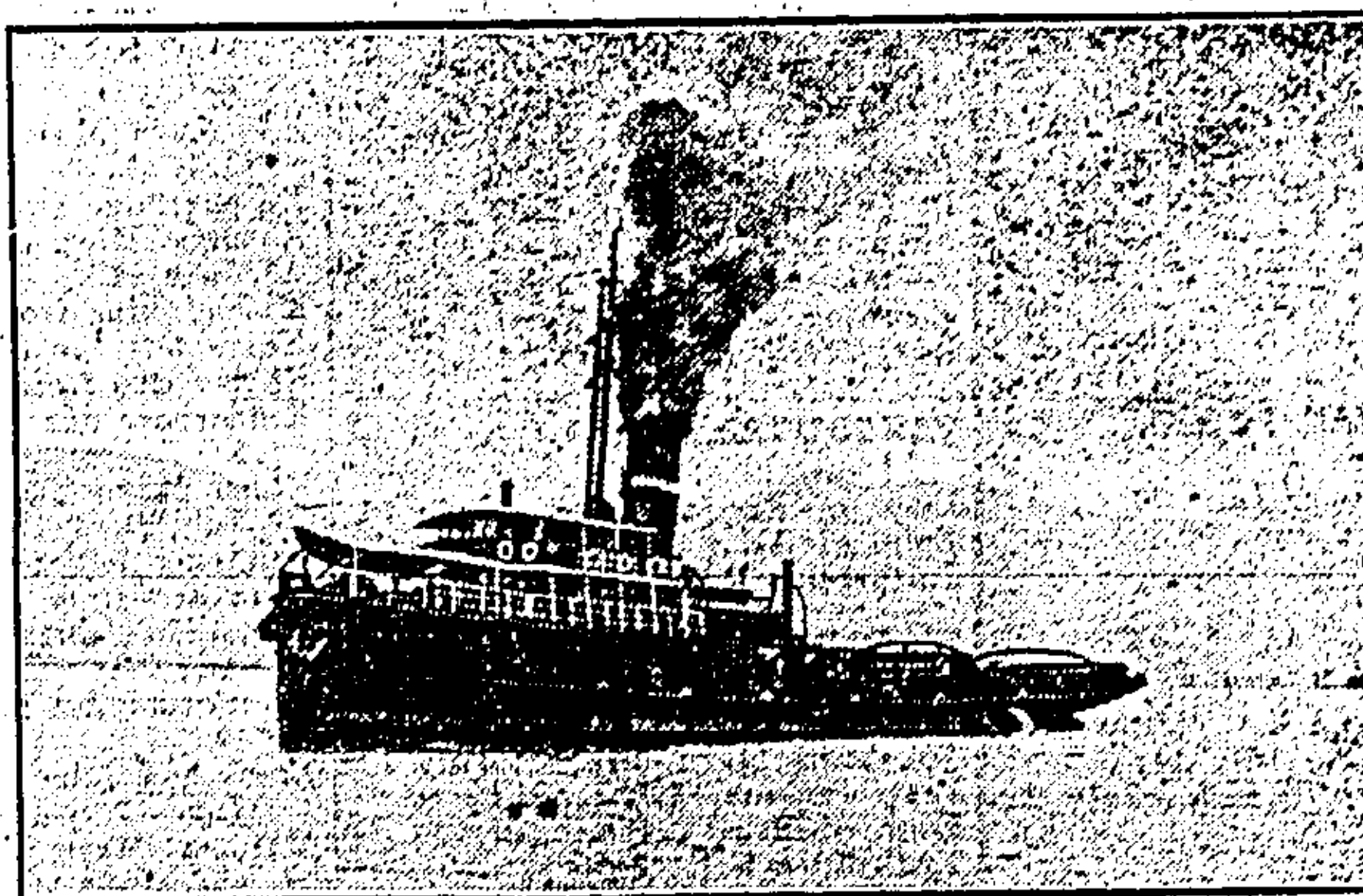
From June 26 to July 2, 1929.

Days of Week	Date	High Water		Low Water	
		Time	Height	Time	Height
Wed.	26	h. m.	h. m.	h. m.	h. m.
		162	3.8	307	0.4
Thur.	27	m. 10.1	7.0	7.5	0.8
		235	2.6	490	3.5
Fri.	28	m. 11.0	8.6	749	1.1
		314	3.7	5.6	3.6
Sat.	29	m. 0.80	8.3	834	1.4
		128	5.7	920	1.7
Sun.	30	m. 4.22	4.3	881	3.7
		249	5.8	10.6	2.0
Mon.	1	m. 4.12	4.8	10.92	3.3
		426	4.6	10.60	2.3
Tues.	2	m. 5.25	5.4	0.8	3.6
		554	4.4	11.13	2.5

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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAI via SWATOW & SHANGHAI	"CHAKSANG" "KWAISANG" "KWONGSANG" "FOOSHING"	Thurs., 27th June, at 10 a.m. Sun., 30th June, at 10 a.m. Wed., 3rd July, at 10 a.m. Sun., 7th July, at 10 a.m.
OSAKA via AMOI, SHAI, MOJI & KOBE	"HOSANG"	Fri., 29th June, at 10 a.m.
OSAKA via AMOI, MOJI & KOBE	"KUTSANG" "NAMSANG" "YUENSANG"	Tues., 2nd July, at 7 a.m. Thurs., 18th July, at 10 a.m. Sun., 28th July, at 7 a.m.
STRAITS & CALCUTTA	"KUMSANG"	Tues., 9th July, at 3 p.m.
SANDAKAN	"HINSANG" "MAUSANG"	Fri., 26th June, at 3 p.m. Wed., 10th July, at 3 p.m.
TIENTSIN	"CHEPSENG"	Sun., 30th June, at 9 a.m.
CANTON	"KWONGSANG"	Wed., 26th June, at 5 p.m.

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Steamship "GLENSHANE"	...	24th July
Motor Vessel "GLENOSGLE"	...	7th August
Motor Vessel "GLENAMOIY"	...	4th Sept.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "ALDINGTON COURT"	...	10th July
Motor Vessel "GLENAMOIY"	...	24th July
Motor Vessel "GLENARRY"	...	2nd August
Motor Vessel "GLENAPP"	...	18th August
Motor Vessel "GLENSHIEL"	...	30th August

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11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF RUSSIA	June 28	July 13	July 2	July 4	July 13
EMPEROR OF ASIA	July 10	July 13	July 18	July 18	July 27
EMPEROR OF FRANCE	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
EMPEROR OF RUSSIA	Aug. 31	Sept. 12	Sept. 10	Sept. 12	Sept. 21
EMPEROR OF ASIA	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
EMPEROR OF FRANCE	Oct. 9	Oct. 12	Oct. 15	Oct. 17	Oct. 26
EMPEROR OF RUSSIA	Oct. 30	Nov. 5	Nov. 8	Nov. 10	Nov. 19
EMPEROR OF ASIA	Nov. 13	Nov. 16	Nov. 18	Nov. 21	Nov. 30
EMPEROR OF FRANCE	Nov. 27	Dec. 3	Dec. 5	Dec. 8	Dec. 17
EMPEROR OF RUSSIA	Dec. 15	Dec. 21	Dec. 24	Dec. 26	Jan. 4
EMPEROR OF ASIA	Jan. 18	Jan. 21	Jan. 23	Jan. 26	Feb. 4
EMPEROR OF FRANCE	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 22

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July 2	July 4	EMPEROR OF ASIA	July 5
July 23	July 25	EMPEROR OF FRANCE	July 26

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SEATTLE, VICTORIA via Shanghai & Japan Ports.

YOKOHAMA MARU ... Monday, 1st July

MISHIMA MARU ... Monday, 24th July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM.

via Singapore, Penang, Colombo & Suez.

KASHIMA MARU ... Saturday, 29th June

HAKONE MARU ... Saturday, 13th July

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 26th June

AKI MARU ... Wednesday, 24th July

BOMBAY via Singapore, Penang & Colombo.

TOTTORI MARU ... Thursday, 27th June

AWA MARU ... Thursday, 11th July

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

ANYO MARU ... Tuesday, 9th July

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KAMAKURA MARU ... Tuesday, 9th July

NEW YORK, BOSTON, HAVANA via PANAMA.

TATSUNO MARU ... Thursday, 4th July

LIVERPOOL via Port Said, Constantinople, Genoa &

Marseilles.

DUBBAH MARU ... Saturday, 30th July

CALCUTTA via Singapore, Penang & Rangoon.

YAMAGATA MARU ... Saturday, 29th June

GENOA MARU ... Monday, 8th July

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU ... Sunday, 30th June

MALACCA MARU (Kobe direct) ... Sunday, 30th June

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YESTERDAY'S FREIGHT RETURNS.

IMPORTS 33,800 TONS;
THROUGH CARGO
36,900 TONS.

The general cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday carried by vessels arriving in Hong Kong were as follows:

	Cargo for H.K.	Through Ports.
British		
Ichang, Haiphong	600	1,000
Chenan, Shanghai	800	450
Achilles, Swansea	1,800	6,200
Autolytus, New York	250	850
Emp. of Russia, Manila	130	200
Gurna, Osaka	2,750	900
Halvard, Saigon	2,400	—
Chak Sang, Tsingtao	450	850
Gleniffer, London	20	8,500
City of Evansville, Baltimore	1,050	1,680
Planorbis, Singapore	7,600	—
American		
Golden Tide, Los Angeles	1,260	3,270
Pres. Madison, Manila	100	760
French		
Canton, Haiphong	1,300	—
German		
Main, Bremen	—	10,530
Dutch		
Cremor, Penang	470	30
Tjondardi, Shanghai	—	640
Portuguese		
Wing Lee, K. C. Wan	300	—
Japanese		
Toyo Maru, Daien	1,100	850
Anyo Maru, Valparaiso	1,620	—
Chinese		
Tak Hing, Macao	75	—
Arrivals and Departures.		
The arrivals and departures during the period under review were as follows:		
	Arr.	Dep.
British	11	8
Japanese	2	1
Chinese	1	2
Dutch	2	0
French	1	0
German	1	1
Portuguese	1	0
American	3	2
	22	14

DAILY WATERFRONT NEWS.

MARINE COURT CASES.

A steersman of a trading junk was before Commander G. F. Hole at the Marine Court yesterday morning for failing to show his regulation lights and to produce his license.

Defendant pleaded guilty to the latter offence but denied the former stating that he had two lights burning at the time. Police evidence was given stating that although defendant had two lights burning they were not visible. The Magistrate convicted and imposed a fine of \$10 on the first count and a fine of \$3 on the second offence.

Too Many on Board? The master of a fishing boat was fined \$25 or three weeks' hard labour for carrying eleven persons on board his boat in excess of the number limited on his license.

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ending at 9 a.m. yesterday:

Chenan (Br.) S'hai, Amoy	46
Emp. of Russia (Br.) Manila	281
Halvard (Br.) Saigon	68
Canton (Fr.) Haiphong	35
Cremor (Dutch) Penang	1,803
Tjondardi (Dut.) Shanghai	159
Amoy	159
Wing Lee (Port.) K. C. Wan	168
Anyo Maru (Jap.) Valparaiso	58
Moji	2,596

PASSENGERS.

Departures.

The following passengers left Hong Kong for United Kingdom yesterday:—Mr. and Mrs. S. A. Ringer, Mr. She W. Harper, Mr. Gibruth, Capt. J. W. Harper, Mr. J. B. Jacobsen, Mr. H. Emanuel.

The following passengers left by the a.s. President Madison for Seattle on June 25:—Mrs. W. A. Babcock, Mr. M. J. Batchelder, Mr. W. W. Brotherton, Mr. J. F. Carlisle, Mr. and Mrs. L. B. Cresswell, Mrs. Gertrude R. Gabbott, Mr. and Mrs. Francis R. Gabbott, Mr. H. E. Gibson, Mr. and Mrs. Chas. T. Short, Mr. Wm. T. Nollins, Miss Margaret E. Tunis, Mr. H. B. Gallop, Mr. and Mrs. J. B. Young, Mr. Hung Chai Him, Mr. G. T. Krasnikov, Miss J. Gardner, Mr. and Mrs. C. K. Chow, Mr. Chen Yan Chi, Mr. R. Garreau, Mr. Chow Kui Chai, Mr. Wong Yick wai, General and Mrs. Chang Wai Cheung, Mrs. Rose Zauno, Mr. Lee Heung Chow, Mr. George Chu, Miss Chin Ngo Ling, Mr. H. C. Lamond, Mr. and Mrs. F. A. McCarr, Mr. F. A. McCarr, Jr., Capt. and Mrs. C. E. Ruffner, Mr. L. M. Pirie, Mr. P. D. Reynolds, Major P. E. Van Nostrand, Mr. E. P. Williams, Mr. M. Dureau, Mr. T. D. Spruckels, Mr. H. F. McMahon, Mr. P. White Chang, Mr. F. B. Lynch, Mr. L. Lewis, Mr. Miss Thompson, Mr. P. S. Woo, Miss Lily Ho, Dr. C. Gayett, Mr. G. Alata, Mr. and Mrs. T. F. Wei, Mr. and Mrs. Wm. S. Tong, Mr. Heung Chin Jo, Mr. Chow Han Bun, Mr. Lo Kar Yuen, Mr. Y. C. Ho, Mr. J. W. Morris, Dr. and Mrs. E. O. Machie, Miss M. Machie, Master E. Machie, Mr. S. Lund, Mr. and Mrs. J. C. Smith, Mr. A. C. Howell.

ARRIVALS.

June 24.

Chenan, British str., 1,355 tons, Capt. A. Cook, from Shanghai via Amoy, buoy No. B12.—B. & S.
Ichang, British str., 1,223 tons, Capt. W. L. Thomas, from Hoihow, buoy No. C17.—B. & S.
Wing Lee, Portuguese str., 641 tons, Capt. Jose Antunes, from Kwang Chow Wan, Saikong Wharf.—Yiu Yuen S.S. & Co.

June 25.

Antung, British str., 2,107 tons, Capt. J. McCulloch, from Amoy, buoy No. B11.—B. & S.
Corona, Norwegian str., 1,933 tons, Capt. O. Kleita, from Canton, Kwloon Dock.—Dodwell & Co.
Cremor, Dutch str., 2,734 tons, Capt. G. J. Harmsen, from Singapore, buoy No. A8.—J.C.J.L.
Halvard, British str., 1,217 tons, Capt. W. Lee, from Saigon, buoy No. C15.—Wo Fat Sing.
Malaya, Danish str., 3,512 tons, Capt. N. P. Kreuss, from Shanghai, buoy No. A4.—John Manners.
Perseus, British, 6,299 tons, Capt. T. A. Price, from Shanghai, buoy No. A1.—B. & S.
Tango Maru, Japanese str., 4,236 tons, Capt. M. Nakamura, from Nagasaki, buoy No. A5.—N.Y.K.
Trenava, Italian str., 4,682 tons, Capt. Zabel, from Trieste, Kowloon Wharf.—Dodwell & Co.
Tilawa, British str., 10,008 tons, Capt. J. W. Talent, from Calcutta via Singapore, No. 9 Kowloon Wharf.—M. M. & Co.

CLEARANCES.

June 25.

Canton, for Haiphong.
Chenan, for Canton.
Emp. of Russia, for Shanghai.
Francis Garnier, for Haiphong.
Haiching, for Swatow.
Hutchow, for Singapore.
Malaya, for Singapore.
Perseus, for Singapore.
Phorus, for Tarakan.
Puri, for Miike.
Rynho Maru, for Canton.
Sinkiang, for Amoy.
Sunkong, for K. C. Wan.
Tango Maru, for Manila.
Timavo, for Takao.
Tokushima Maru, for Moji.
Toyo Maru No. 1, for Canton.

DON'T LEAVE HONG KONG

without giving an
Order for the
Weekly Press to
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Address for.

THREE MONTHS \$3.75

SIX MONTHS \$7.50

TWELVE MONTHS \$15.00

11, Ice House Street.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FORSTRAITS, JAVA, BULMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND,
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(USERS CONTACT WITH R.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"PERIM"	7,848	29th June	Manila, London, Hull & W. B. & M.
"KASHGAR"	9,005	6th July	Manila, London and Hull.
"MIRZAPUR"	9,715	13th July	Straits, Colombo and Bombay
"ALIPORE"	5,273	19th July	Straits, Colombo & Bombay
"KHIVA"	9,135	26th July	Marseilles and London
"KHYBER"	9,114	3rd Aug.	Marseilles, London and Hull.
"KIDDERPORE"	5,334	10th Aug.	Straits, Colombo and London.
"MALWA"	10,980	17th Aug.	Bombay, Marseilles and London.
"KASHMIR"	9,893	24th Aug.	Bombay, Marseilles and London.
"MORBA"	10,853	31st Aug.	Bombay, Marseilles and London.
"MANTUA"	10,946	7th Sept.	Bombay, Marseilles and London.
"MIRZAPUR"	9,715	14th Sept.	Straits, Colombo & Bombay
"ALIPORE"	5,273	21st Oct.	Straits, Colombo & Bombay
"KARMALA"	9,123	28th Oct.	Marseilles and London.
"KIDDERPORE"	5,334	3rd Nov.	Straits, Colombo & Bombay
"KALYAN"	9,144	10th Nov.	Marseilles and London.
"MACDONIA"	11,120	17th Nov.	Bombay, Marseilles and London.
"KASHGAR"	9,005	24th Nov.	Marseilles and London.
"RAWALPINDI"	10,980	1st Dec.	do.
"MALWA"	10,980	8th Dec.	do.

* Cargo only. † Calls Calcutta. ‡ Calls Karachi.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"GURNA"	5,245	27th June, 5 p.m.	Singapore, Penang & Calcutta
"SANTHA"	7,754	4th July	do.
"TILAWA"	10,006	11th July	do.
"BIRDHANA"	7,745	18th July	do.
"TALAMBA"	8,018	25th July	do.
"TAKIWA"	7,936	1st Aug.	do.
"TALMA"	10,000	8th Aug.	do.

* Cargo only.
B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	5th July	Manila, Sandakan, Thursday
"ARAFURA"	6,000	12th July	Island, Townsville, Brisbane,
"TANDA"	6,958	19th July	Sydney and Melbourne.
"ST. ALBANS"	4,500	26th July	do.
"ARAFURA"	6,000	2nd Aug.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia.
The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Oahu, Kolombangara, Tawao, Timor, Durban, or other ports en route as indicated on the schedule.Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"TILAWA"	10,006	27th June	Amoy, Moji, Kobe, Yama & Osaka
"BIRDHANA"	7,745	4th July	Amoy, Moji, Kobe & Osaka
"KHIVA"	9,114	11th July	Amoy, Moji, Kobe & Yama.
"ARAFURA"	6,000	18th July	Amoy, Moji, Kobe & Yokohama.
"TALAMBA"	8,018	25th July	Amoy, Moji, Kobe & Osaka.
"MALWA"	10,980	1st Aug.	Amoy, Moji, Kobe & Osaka.
"TAKIWA"	7,936	8th Aug.	Amoy, Moji, Kobe & Osaka.
"KIDDERPORE"	5,334	15th Aug.	Amoy, Moji, Kobe & Osaka.
"TALMA"	10,000	22nd Aug.	Amoy, Moji, Kobe & Osaka.
"KASHMIR"	9,893	29th Aug.	Amoy, Moji, Kobe & Osaka.
"SHEAF"	—	5th Sept.	do.
"MOUNT"	—	12th Sept.	do.
"TANDA"	6,958	19th Sept.	Amoy, Moji, Kobe & Yokohama.
"MORBA"	10,853	26th Sept.	Amoy, Moji, Kobe & Yokohama.
"KARMALA"	9,123	3rd Oct.	Amoy, Moji, Kobe & Yokohama.
"NAGAPORE"	5,283	10th Oct.	Amoy, Moji, Kobe & Yokohama.
"MIRZAPUR"	9,715	17th Oct.	Amoy, Moji, Kobe & Yokohama.
"ALIPORE"	5,273	24th Oct.	Amoy, Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	31st Oct.	Amoy, Moji, Kobe & Yokohama.
"MANTUA"	10,946	7th Nov.	Amoy, Moji, Kobe & Yokohama.
"KIDDERPORE"	5,334	14th Nov.	Amoy, Moji, Kobe & Yokohama.
"KALYAN"	9,144	21st Nov.	Amoy, Moji, Kobe & Yokohama.
"NELLORE"	6,653	28th Nov.	Amoy, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	5th Dec.	Amoy, Moji, Kobe & Yokohama.
"MACDONIA"	11,120	12th Dec.	Amoy, Moji, Kobe & Yokohama.
"LAHORE"	8,304	19th Dec.	Amoy, Moji, Kobe & Yokohama.
"KASHGAR"	9,005	26th Dec.	Amoy, Moji, Kobe & Yokohama.
"TANDA"	6,958	2nd Jan.	Amoy, Moji, Kobe & Yokohama.
"RAWALPINDI"	10,980	9th Jan.	Amoy, Moji, Kobe & Yokohama.
"MALWA"	10,980	16th Jan.	Amoy, Moji, Kobe & Yokohama.
"RAJPUTANA"	15,568	23rd Jan.	Amoy, Moji, Kobe & Yokohama.
"KARMALA"	9,123	30th Jan.	Amoy, Moji, Kobe & Yokohama.

* Cargo only.
All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must carry their own Hotel expenses at Singapore while awaiting clearance for steamer.All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE &

POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DATE
SWATOW & SWATOW	Swatow	23th June
JAPAN	Manila Maru	23th June
SHANGHAI & AMOY	Loangchow	27th June
SHANGHAI & AMOY	Ningpo	27th June
EUROPE via NEAPOLIS, Letters only		
(London, 30th May)	Ho Sang	27th June
JAPAN & SHANGHAI	Kashima Maru	28th June
EUROPE via NEAPOLIS (Letters only)		
London, 30th May, & parcels, 23rd May	Paloclas	29th June
U.S.A., Honolulu, Japan & SHANGHAI		
(San Francisco, 31st May)	Pres. Harrison	29th June
U.S.A., Honolulu, (San Francisco, 7th June)	Pres. Jackson	1st July
JAPAN & SHANGHAI		
CANADA, U.S.A., Japan & SHANGHAI		
(Victoria B.C. & Seattle, 13th June)	Empress of Asia	1st July
JAPAN & SHANGHAI	General Matsinger	2nd July
SAITON	Kashgar	2nd July
JAPAN & SHANGHAI		

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE & TIME
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 8th July	Tango Maru	Wednesday, 26th, 8.30 A.M.
Shanghai, Japan, Canada, U.S.A., C. & S. America & EUROPE via Vancouver, B.C.—due Vancouver, B.C., 13th July, & Europe via Siberia	Emp. of Russia	Reg. 9.15 A.M. Letters 10.00 A.M.
Swatow and Amoy	Orion	10.30 A.M.
Haiphong	Canlon	1.30 P.M.
Straits & Calcutta	Gurus	3.00 P.M.
Java via Batavia	Tjondars	2.30 P.M.
Hoibow, Pakhoi & Haiphong	Menado Maru	Thursday, 27th, 8.30 A.M.
Swatow, Straits & South Africa	Manila Maru	9.30 A.M.
Swatow	Hydrungas	2.30 P.M.
Amoy	Ichang	3.30 P.M.
Amoy	Rongas	Friday, 28th, 8.30 A.M.
Shanghai	Nanchang	1.30 P.M.
Bandakan	Hingong	1.30 P.M.
Swatow, Amoy & Foochow	Hai Ning	2.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 29th July	Kashima Maru	Reg. 4.30 P.M. Let. 29th, 9.00 A.M. G.P.O. Reg. 29th, 8.45 A.M. Letters 9.30 A.M.
Manila	Pres. Harrison	Saturday, 29th, 5.00 P.M.
Bangkok via Swatow	Kiangsu	Sunday, 30th, 9.00 A.M.
Swatow, Amoy and Formosa	Hoson Maru	9.00 A.M.
Shanghai, Japan & Victoria, B.C.—due Victoria, B.C., 20th July	Yokohama Maru	Monday, 1st, 8.30 A.M.
Shanghai, Japan, Honolulu, U.S.A., Canada, Central & South America and EUROPE via San Francisco—due San Francisco, 24th July, & Europe via Siberia	Pres. Pierce	Parcels 11.00 A.M. Reg. 11.15 A.M. Letters Noon
Swatow, Amoy and Foochow	Haiyang	Tuesday, 2nd, 1.00 P.M.

* Subscribed correspondence only.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$30,000,000
Issued & Fully Paid-up \$30,000,000
Reserve Funds:—
Sterling £8,000,000
Silver \$14,000,000

Reserve Liability of Pro-prietors \$30,000,000

Head Office: Hong Kong.

Board of Directors:—
N. S. BROWN, Esq., Chairman.
W. H. BELL, Esq., Deputy Chairman.
Hon. Mr. B. D. W. L. Pattenden, Esq.
A. H. Compton, T. E. Pearce, Esq.
M. T. Johnson, J. A. Plummer, Esq.
B. Lander Lewis, J. P. Warren, Esq.
Chief Manager:—
Hon. Mr. A. C. HYNES.

BRANCHES:—
Amoy, Bangkok, Batavia, Bombay, Calcutta, Canton, Chefoo, Colombo, Dairen, Haiphong, Hankow, Harbin, Hongkong, Lyons, Penang, Rangoon, Saigon, San Francisco, Shanghai, Singapore, Sourabaya, Suva, Tientsin, Yokohama.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and Sterling on terms on which will be quoted on application.
Hong Kong, 17th Apr., 1929. [30]

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the Hong Kong & SHANGHAI BANKING CORPORATION,
A. C. HYNES,
Chief Manager.

Hong Kong, 13th Sept., 1927. [2]

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
U.S. \$4,000,000.00

HEAD OFFICE:—
37, WALL STREET, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.
Interest Allowed on all Deposits.
Rates on Application.

A Subsidiary of THE EQUITABLE TRUST COMPANY OF NEW YORK.
Total Resources in excess of U.S. \$800,000,000.00.
D. M. BIGGAR, Manager.

28]

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

Established 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorized Capital Gldrs. 150,000,000.00 (\$19,500,000.00)

Paid-up Capital Gldrs. 80,000,000.00 (\$10,400,000.00)

Reserve Fund Gldrs. 40,000,000.00 (\$5,200,000.00)

Head Office: Amsterdam.

Eastern Head Office: Batavia.

BRANCHES:—Batavia, Bencoolen, Bonting, Borneo, Calcutta, Cebu, Hongkong, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

"These offices have Safe Deposit Boxes To Let."

London Bankers:—
National Provincial Bank, Ltd.

Correspondents all over the world.

Banking Business of every description transacted.

P. M. ELBERG, Manager.

Hong Kong, 27th May, 1929. [34]

THE BANK OF CANTON, LTD.

HEAD OFFICE: Hong Kong.

Hong Kong Currency.

AUTHORIZED CAPITAL \$11,000,000.00

PAID-UP CAPITAL 8,844,200

RESERVE FUND 550,000

Branches:—
CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

London Bankers:—
THE LLOYDS BANK, LTD.

Correspondents

In all Principal Cities of the World.

Foreign Exchange and Banking Business of every description transacted.

Safe Deposit Boxes (various sizes) at a yearly rental of from \$5 to \$40.

LOOK POONG SEAN, Manager.

37]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

Head Office: LONDON.

Paid-up Capital £3,000,000

Reserve Fund £4,000,000

Reserve Liability of Pro-prietors £3,000,000

AGENCIES & BRANCHES:

ALOR STAR, AMSTERDAM, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CEBU, CHONGKING, DAIRIN, DELHI, HANKOW, HARBIN, HONG KONG, KUALA, KUPANG, LONDON, LYONS, MANILA, NAGASAKI, NEW YORK, Peking, PENANG, PEKING, RANGOON, SHANGHAI, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA.

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hong Kong, 9th Jan., 1929. [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE

(Incorporated in France.)

Princes Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE:—
74, Rue St. Lazare, Paris.

Capital, fully paid-up 50,000,000

Special Working Capital 50,000,000

Reserves 22,319,000

BRANCHES:—
Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Tourane, Quinhon, Hue, Thanh-hoa, Vinh, Pnom Penh, Tientsin, Hong Kong.

BANKERS:—
France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays-Bas, Ltd., London: Midland Bank, Ltd., New York: American Exchange, Irving Trust Co., Banca Commerciale Italiana, San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.

Correspondents throughout the World.

L. BERNIS, Manager.

Hong Kong, 6th Aug., 1928.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:—
15, Gracechurch Street, London, E.C. 3.

Authorized Capital £3,000,000

Subscribed Capital £1,300,000

Paid-up Capital £1,050,000

Reserve Fund and Ret. £1,612,047

BANKERS:—
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:—
Bangkok, Batavia, Bombay, Calcutta, Canton, Cebu, Haiphong, Hankow, Harbin, Hong Kong, Kanton, Kobe, London, Lyons, Manilla, Peking, Penang, Rangoon, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Hong Kong BRANCHES:—
Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.

7, Queen's Road Central.

Hong Kong, 12th April, 1929. [29]

THE BANK OF CHINA.

行銀中

(Special authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL \$50,000,000.00

PAID-UP CAPITAL 19,780,200.00

RESERVE FUND 9,864,398.69

Head Office:—PEKING.

Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK, COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

SHOU J. CHEN, Manager.

Hong Kong, 29th June, 1927. [33]

Never Mind!
Smoke a Will's
Gold Flake
They're imported from England.

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

BANQUE DE L'INDO-CHINE.

Head Office:—
96, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 75,000,000.00

Paid-up Capital Frs. 68,400,000.00

Reserve Fund Frs. 102,000,000.00

BRANCHES:—
Bangkok, Hong Kong, Quinhon, Battambang, Hue, Saigon, Canton, Nam-Dinh, Shanghai, Djibouti, Noumea, Thanhhoa, Fort Bayard, Papeete, Tientsin, Haiphong, Peking, Tourane, Hankow, Pnom-Penh, Vinh, Pondicherry, Yunnanfu.

BANKERS:—
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

In New York: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

Safe Deposit Boxes to let.

A. LECOT, Manager.

Hong Kong, 2nd May, 1929. [32]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up Yen 100,000,000

Reserve Fund Yen 105,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:—
Alexandria, Honolulu, Rangoon, Batavia, Kaituma, Saigon, Bombay, Karachi, Soerabaya, Buenos Aires, Kobe, San Francisco, Calcutta, Lyons, Seattle, Canton, Los Angeles, Semarang, Changchun, Manilla, Shanghai, Dairen, Nagasaki, Singapore, (Dairen) New York, Tientsin, Fongshan, Mukden, Newchwang, Sydney, Hankow, Osaka, Tokyo, Harbin, Peking, Tsinanfu, Rangoon, Rio de Janeiro, Vladivostok (Temporarily closed).

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.

Hong Kong, 11th Mar., 1929. [23]

EXCHANGE.

CLOSING QUOTATIONS.

June 25, 1929.

ON LONDON:—
Telegraphic Transfer... 1/11 3/16

Bank Bills, on demand... 1/11 3/16

Bank Bills, at 30 days' sight... 1/11 3/16

Bank Bills, at 4 months' sight... 1/11 3/16

Bank Bills, at 6 months' sight... 1/11 3/16

Bank Bills, on demand... 1/11 3/16

Bank Bills, on demand... 1/11 3/16

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THE BLUE FUNNEL LINE.

REGULAR, FAST, FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.

"SARFEDON" 10th July, Mar., L'don., R'dam. & Glasgow.

"IDOMENEUS" 23rd July, Mar., Casablanca, L'don., R'dam. & Hamburg.

"PATROCLUS" 7th Aug., Mar., L'don., R'dam. & Glasgow.

LIVERPOOL SERVICE.

"AUTOLYOUS" 30th July, Genoa, Havre, Liverpool & Glasgow.

"AGAPENOB" 20th Aug., Genoa, Havre, Liverpool & Glasgow.